A NEEDS ASSESSMENT
OF
SATELLITE CITY RESIDENTS

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THE VIEWS EXPRESSED IN THIS REPORT ARE THOSE OF THE AUTHORS AND DO NOT NECESSARILY REFLECT THE OFFICIAL POLICIES OF EMPLOYMENT AND IMMIGRATION CANADA.

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PREAMBLE

ALTHOUGH THIS RESEARCH WAS FIRST CONCEIVED IN RESPONSE TO CONCERNS FROM GROUPS, AGENCIES AND INDIVIDUALS WHO CITED MANY PROBLEMS EXPERIENCED BY RESIDENTS OF SATELLITE CITY, IT IS IMPORTANT TO BEGIN THIS REPORT BY ACKNOWLEDGING THAT, ALTHOUGH THERE WERE SPECIFIC PROBLEMS IDENTIFIED, THE OVERALL IMPRESSION WE RECEIVED WAS THAT OF A REASONABLY HIGH LEVEL OF SATISFACTION AMONG AREA RESIDENTS. THIS GENERAL FINDING DOES NOT, HOWEVER, WEAKEN THE ARGUMENT THAT THERE ARE KEY PROBLEMS. IT IS OUR HOPE THAT IN READING THIS REPORT, PEOPLE WILL INSTEAD RECOGNIZE THAT BY ADDRESSING PROBLEMS IDENTIFIED IN THE REPORT, THE INTENT IS TO CONTRIBUTE TO AN ENHANCEMENT OF THE LIFE OF THE COMMUNITY.

THROUGHOUT THIS REPORT, THE STUDY AREA IS VARIOUSLY IDENTIFIED AS SALTFLEET COMMUNITY DEVELOPMENT, HERITAGE GREEN AND SATELLITE CITY. ALL THREE OF THESE TERMS REFER TO THE AREA ROUGHLY BOUNDED BY FIRST ROAD WEST, PRITCHARD ROAD, THE BROW OF THE ESCARPMENT AND HIGHWAY 53.

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INTRODUCTION

HOUSING IN URBAN AREAS: AN OVERVIEW

In 1972, the Canadian Council on Social Development[1] determined that adequate housing was a right for all Canadians, regardless of their income. Adequate housing was defined as being not merely a roof over one's head, but also the provision of necessary social services, a variety of housing styles, and the opportunity for people to take part in planning their communities when possible. Unfortunately, not all these conditions are fulfilled in today's urban centres. Although most Canadians live in urban centres, the high density living which is necessary in cities results in housing such as high rise apartments, which are not necessarily suitable for families with small children.[2] The alternative, for those who can afford it, is suburban living. Stewart Bates, in 1958[3], maintained that while cities are depersonalized and dehumanized, suburbs are equally problematic in that they are planned with regard to consumer considerations, not human ones.

One must be aware that the usual pattern of growth of urban centres points toward the enlargement of existing cities rather than the development of new towns. This phenomenon, known as urban sprawl, is characterized by the low density, haphazard expansion of growth in suburban areas. A growing urban population which generates a demand for single-family housing causes outlying agricultural land to be transferred to residential uses. Urban sprawl, in turn, results in poorly planned suburbs as land is developed due to pressing need, and not necessarily as the result of long-term planning.

In his studies concerning the relationship between urban and suburban areas, John Sewell[4] conceptualized this relationship as being "symbiotic". Suburban areas are one element in the vast network of social, economic and geographic opportunities that make up a city. This plurality of opportunities and elements which attracts people to cities tends to force dense urban areas to become efficient users of people, space and time, resulting in intense specialization of human and other

resources. Suburban areas, as integral parts of cities, maintain this characteristic of specialization, most particularly in land use patterns through the zoning of suburban lands as residential and/or light industrial.

For assessment purposes, a 60-40 residential/industrial split is considered ideal for suburban areas. Industrial assessment ideally offsets any deficit resulting from residential land use, thus making the suburb self-supporting and financially independent from the city. In reality, however, there is frequently little market for the industrial land; consequently, it is not always used to its fullest potential.

Boyd and Mozersky suggest that there are two major types of suburbs - industrial and residential.

> "Industrial suburbs are those areas which serve as centres of employment and which employ a large proportion of their residents. They are a population attracting area and may result from industry moving out of the city to the periphery into industrial parks."[5]

This type of suburb is less common than the residential type and, for the purposes of this study, will not be addressed in any detail.

The more common type of suburban development is the residential suburb which:-

> "employs relatively few people in its boundaries and is a population dispersing rather than a population gathering area."[6]

As population is being dispersed to residential suburbs, the demand for services and facilities in the suburban areas increases. The low density type of housing which is typical of suburbia results in higher per capita costs than that in urban centres for both hard and soft services (including fire, ambulance and police). Public transit cannot be efficient as larger distances must be covered in order to reach a lower density of potential riders. Residents' reliance on the automobile as a more flexible mode of transportation results in greater costs for maintenance and control of roads, expressways and traffic circulation. Without the establishment of adequate, long-term plans for controlling the growth of suburban areas, development occurs in a chaotic, haphazard manner. Lack of effective planning leads, therefore, to a situation wherein the provision of services takes place reactively as opposed to proactively.

The need for more rational planning in the development of housing areas has thus become apparent. In Regional Planning in Canada[7], Gertler called for a regional system of planning as a method of solving the problems inherent in unplanned suburban growth. Paul Hellyer carried this notion further and proposed new growth centres which he termed "connected cities".[8] He saw these connected cities themselves as eventually becoming growth centres, removing the pressure on existing cities.

SUBURBS AND NEW TOWNS

There are several important distinctions to be made between suburbs and new towns (also known as "connected cities", "planned communities" or "satellite cities").

Suburbs

> As areas which are adjacent to the central city and yet maintain some degree of social and economic dependence on the central city, suburbs have two definitive characteristics; distance from the central city, and a high rate of commuting.[9]

Although suburbs differ among themselves in terms of origins, socio-economic strata, political structure, availability of institutional facilities and their current relationship to the central city, there are many common factors which are shared by suburbs. The social relationships in suburban communities are strongly influenced by the distance from the central city. With the city appearing to be less accessible, suburban residents are less likely to be as active as city residents in various social activities in the central city, but are more likely to be involved in their immediate community since it is more accessible.

Boyd and Mozersky[10] suggests two consequences of the reliance on commuting which is prevalent in suburban areas. Commuters have less time to participate in local voluntary organizations and formal groups. Secondly, this predominantly male commuter class suggests that women play a greater role in local activities.[11] These consequences lead to suburban areas being characterized as female dominated and child-centred.

In addition to these characteristics, suburbs are stereotyped as the habitat of young executives on the way up, as middle class and homogeneous and as status conscious (as well as female dominated and child-centred).[12] It is important to note that the actual characteristics of suburbs may vary due to their age. "New suburbs are likely to be extremely homogeneous with respect to age, marital status and income of occupants."[13] As suburbs age, there is a turnover which makes the population more heterogeneous. Despite internal change and growth, however, suburbs remain as part of a wide and various collection of elements which make up a city.

New Towns: the Self-Contained Concept

New towns are an attempt to create wholly new, self-sustaining centres. A great amount of initial capital is necessary for the infrastructure of a developing "new town". This is not to deny the value of new towns, but rather to emphasize the need for careful and realistic planning.

Norman Pearson[14] suggests that although land use patterns may not be predictable, they are controllable. He calls for a series of new towns which could be built to receive new industries and which would use land in an intelligent and practical manner, eventually securing a sound economic base. New towns could be used as a focal point of regional development and the gradual rebuilding of surrounding towns. He further stresses the need for directed and systematic evolution co-ordinated at all levels of government.

The multiplicity of opportunities available in the central city (including suburban areas) is very difficult to replicate in a new town. All the basic elements must be duplicated in well-balanced proportion in order for the new town to attract residents and to grow. These elements include an efficient transportation system (accessibility), a stable economic base, suitability of housing (financially and aesthetically), employment opportunities and social, cultural and recreational facilities.

Hellyer[15] believed that planned communities designed from the ground up had several advantages. He saw new towns as providing an opportunity to apply available technology to greater advantage, particularly in terms of transportation; also, consideration could be given to the conservation of resources as well as to controlling pollution. Two additional factors influencing Hellyer's concept of new towns were, first, the idea that by striving for the community to become a self-contained urban centre, a sense of community identification would be provided; and, second, that a variety of housing and services available could allow people to stay within that community for their entire life cycle.

In addition to recognizing the need for and advantages of planned communities, one must take into account other factors which involve the potential residents themselves. Just as there is a difference between a house and a home, a planned community needs the dynamic interaction of various people to change the idea into a reality. In other words, since people are vital elements of a community, there must be a motivating factor to promote a change of residence. As well as choosing the house itself, part of the decision to re-locate in a new area involves a consideration of the neighbourhood.

Factors considered important in choosing a home as well as a residential neighbourhood include: price and financial considerations; physical characteristics and appearance; social and aesthetic consideration; degree of quality to promote a good living environment; accessibility to place of employment; and, convenience of location (including sufficient ancillary facilities such as schools, churches, recreational, commercial, and social services). Since New Towns and Satellite Cities attempt to influence and direct the pattern of growth in a given area, these factors become essential considerations in the development of a plan for a community.

The Community Planning Association of Canada presented "A Case for Satellite Towns" in 1952[16] which described five major characteristics:

1) the town is far enough from the city to be self-contained;

2) the majority of the jobs are in the satellite;

3) the industry related to the satellite must be in a sufficient proportion to provide for a solvent local government;

4) the maximum size as a self-contained unit is necessarily pre-determined for planning land use;

5) the satellite must be closely linked by a radial road to central city.

Williams in 1969[17] analyzed Scottish New Towns and found that population projections facilitated the site selection. He described the town of East Kilbride (9 miles from Glasgow) which had a target population of 70,000 as having features common to planned communities. The town centre served all residents. Neighbourhoods were divided by dual carriageway roads, each neighbourhood having a community centre, while the fringe of the town was carefully sited for industrial areas. These industrial areas primarily attracted light, mobile industry. Green belts divided the town from other urban areas. A neighbourhood system of roads and pathways was linked to the main transportation systems of the town. Via mixed housing, homes were allocated to balance ages, occupations, and social backgrounds while, at the same time, a sense of community was fostered by people living, working, and enjoying their leisure time together in a particular area.

The European experience with new towns has tended, therefore, to approach the theoretical model of fully-integrated communities involving their residents in all phases of their lives from work through to leisure.

The Planned Suburb

The North American experience has been that the majority of new towns being developed have been satellite towns located on the edges of metropolitan areas and which are, therefore, somewhat dependent upon an existing economic base. The principal type of housing has been for middle and upper income families. The point to be made here is that residents have the necessary financial resources to get to the centre of employment. The distinguishing feature of such developments has been highly integrated planning which has systematically attempted to provide for the needs of residents beyond employment. While consideration of some employment creation may be made, the existence of large adjacent metropolitan areas has tended to suggest a focus instead on recreational and social needs as complementary to the employment of residents elsewhere.

The critical distinction to be made between the conventional "suburb" and the planned suburb is the degree of planning for required services as development occurs.

From the above discussion, it is possible to see three models of development:

1. Suburb: characterized by middle to upper middle income families, tends to be homogeneous, a high degree of commuting by a predominantly "male" commuter class, more involvement in immediate community;
2. New Towns: Self-Contained: planned communities with an integrated economic base and social, commercial and recreational facilities; mixed housing and social backgrounds; tends to be hetergeneous;
3. Planned Suburbs: lack the local economic base of self-contained new towns; systematic planning; tendency to house middle and upper income residents; relatively homogeneous; high degree of commuting.

As discussed in following sections, these models have had (both implicitly and explicitly) an important bearing on planning for Satellite City, and in our own analysis of the survey results.

SALTFLEET COMMUNITY DEVELOPMENT

Original Plan

In the late 1960's, the Ontario Housing Corporation (now the Ontario Land Corporation) commissioned Ekistics Consultants Limited to study the needs of a potential planned community in Saltfleet.[20] The site was located within the Saltfleet township to the southeast of Hamilton, approximately nine miles from the City's central business district.

The target population was 70,000 and it was anticipated that it would take approximately fourteen years to reach this maximum if development began in 1970. A strong central area, to be started in 1975, was to be located northwest of the site at the arterial road intersection. Four district centres utilizing the open space system were to contain educational, commercial, and social facilities. Smaller neighbourhood centres were to house local shopping and social activities and public schools. It was anticipated that while some employment opportunities would be available in the community, most employment would be centred in Hamilton.

An internal public transit system was considered to be both a social necessity and an asset. This internal system would be linked to an external system in order to provide accessibility to other parts of Greater Hamilton and the region. The road system was to be a functional hierarchy consisting of arterial roads, collector roads, local roads, and pedestrian footpaths.[20]

At that point in time, the predicted population increase for the Hamilton area between 1966 and 1981 was approximately 43%. This increase was expected to be attained primarily through natural growth and the attraction of available jobs and land. Also at that time, the vacancy rate of housing in the Hamilton area was low (1.4%) (a more desirable rate of 4% is often considered necessary to provide a more varied housing market). These factors contributed, therefore, to the belief of the Ontario Housing Corporation (O.H.C.) that there was a need for increased housing in the Hamilton area and to the decision by O.H.C. to undertake one of their largest planned developments at that time. It was to be a development which they hoped would become a future model.

By aiding home ownership through the Home Ownership Made Easy (HOME) program, the Ontario Housing Corporation was to some extent to determine the social character of the residents, a fact explicitly clarified through the intention of providing a housing mix. Ekistics

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reasoned that most residents would be of around average income, although of a slightly lower income level than that of residents on Hamilton Mountain.

The successful development of the community was seen as dependent upon improvements being made to the regional framework of freeways and arterial roads. In 1975, DeLeuw Cather[21] stressed that the regional road system would have to be improved in order to develop direct routes from the community to the City of Hamilton. For example, a six-lane expressway, to be known as the Red Hill Creek Expressway, was accepted in principle by the Ontario Department of Highways and the City of Hamilton and was to have been built by 1978. It was recommended that the Parkdale arterial be expanded to six lanes, and that a rapid transit system be developed between the community and the lower and mountain areas of Hamilton. This road system was necessary for two reasons:

i) to provide easy access to outside employment centres (e.g. Hamilton and Stoney Creek) for the planned community residents;

ii) to allow access to the commercial areas of the new development for everyone.

Ekistics Consultants stressed the need for adequate transportation in the new community in Saltfleet. Working with the basic premise that the target population of 70,000 would be reached, Ekistics suggested that a fully automated internal transit system be established in the community and be linked to a conventional external system. Because the loop design of the roads inside the community was not suitable for use by a conventional bus system, a separate internal transit system was deemed to be the most feasible method of moving people within the community.

In fact, when the necessary modifications to the Official Plan of Hamilton-Wentworth (Saltfleet Section) were made, the final plans generally reflected the thinking of Ekistics.

It is important, therefore, to more fully explore some of the important assumptions made in Amendment #70, the enabling legislation for the development.

> b) The community will depend upon the City of Hamilton for its major economic and social facilities and the community's character is expected to be similar to that of Hamilton Mountain which is currently being developed to the west.
>
> c) Employment opportunities for the community will be located in the industrial and commercial areas of the City of Hamilton and in the expanding new industrial and commercial areas of the Township of Saltfleet, mainly below the escarpment.
>
> (Amendment No. 70 to the Official Plan of the Hamilton-Wentworth Planning Area (Saltfleet Section)

In its original inception, then, the siting of economic and social facilities and employment opportunities outside the planned community pre-determined that much of the life of the community would occur outside its boundaries.

Modified Plan

In January, 1980, the Ontario Land Corporation announced that it was studying the Satellite City development in order to determine whether revisions in the plan for development were required. The original plan had projected a population of 70,000 by 1985, but the area's population had only reached about 4,500. Highly over-estimated population growth, depressed market conditions and other factors had led to a critical situation which one area politician suggested might lead to the development becoming a "ghost town". By April, 1981, the Ontario Land Corporation released its new plans for the area. To be renamed Heritage Green, the new plan calls for a more specifically low-density residential and recreational style community.

SECTION I

NEEDS ASSESSMENT OF THE SALTFLEET COMMUNITY DEVELOPMENT

Setbacks in development compounded by lack of population growth in the Hamilton area have produced a "stagnation cycle" in the community. No services (hard or soft) will be made available until there is sufficient population to make them economically feasible: no new residents will be attracted to the area until there are sufficient services. This is detrimental to the overall plan of development and, more importantly, to the existing residents. As part of their decision to move to the new development, residents believed that services would be forthcoming. When these did not materialize, residents formed neighbourhood organizations in an attempt to present their collective problems and concerns to the developers and to area politicians. The major areas of concern which were identified are:

i) lack of a sense of community identification;
ii) physical isolation, particularly for those people who are without a car;
iii) lack of social services and gathering places;
iv) communication cutoffs;
v) inadequate public transportation and poor roads; and,
vi) geographical confusion (residents pay taxes to Stoney Creek, have Hamilton phone numbers, Stoney Creek and Hamilton mailing addresses, garbage collection and other services are provided by the Hamilton-Wentworth region and they are within the boundaries of the federal riding of Lincoln).

Over the last few years, increasing demand for information on this new community and increasing concerns expressed by some agencies

convinced the Social Planning and Research Council of Hamilton & District that a needs assessment survey and demographic profile of the community would be of some value. With the assistance of a grant from the Canada Employment and Immigration Commission, three students were hired as research assistants for approximately three months.

METHODOLOGY

A literature review of suburbs, new towns, planned communities and urbanization processes was done using materials from the Hamilton Public Library and its branches in Mount Albion and Saltfleet. Vertical files and other materials specifically pertaining to "Satellite City" and the "Saltfleet Community Development" were also reviewed. Planners, neighbourhood organizations and area politicians were also interviewed as part of the initial stages of the research.

A questionnaire (see Appendix I) was developed which focused on eliciting residents' opinions about several previously identified problem areas. It was also designed to produce a picture of the life-style and transportation patterns of the residents. Using standard socio-economic status questions, a social distance scale to determine the amount of social interaction among the respondents[22] and a number of open-ended questions, the questionnaire was designed to be used as a structured interview instrument. An unstructured interview format was not used for several reasons:

i) inexperience of the interviewers;
ii) need to maintain control on size and structure of research due to the short period of time allowed for study;
iii) interview appointments were made with respondents - it was necessary to know how long each interview would take; and,
iv) ease in coding.

It should be noted that the demographic portion of the questionnaire was self-administered.

The unit of study was the household, rather than the individual. Since there were 1,300 households in the study area, the original ten percent sampling was 130 households. A random sample of every tenth occupied house was obtained from the regional assessment office using 1981 assessment records. A further 50 names were generated (randomly selecting every 25th occupied household excluding those in the primary sample) as a replacement list. In addition, the computer was programmed to produce a set of address labels for each selected household.

Phone numbers were obtained from the Hamilton and Stoney Creek phone book and an attempt was made to contact each household. Refusals, citing reasons such as "We can't be bothered", "I don't have the time" and "No, thanks", accounted for 17 or 13.07% of the primary sample being lost. Ten households or 7.14% of the primary sample had unpublished numbers and could not be reached to arrange an interview appointment. In an attempt to contact those persons with unpublished numbers, a letter (see Appendix II) requesting that they fill out the questionnaire themselves was attached to a questionnaire and left in their mailboxes. This method of requesting respondents to answer the questionnaire on their own was also attempted with four additional householders who preferred that method over an interview. Of the fourteen questionnaires which were delivered for self-administration, only two were filled out.

It was determined that these people were unreachable and replacement names were taken from the secondary list of names. A letter was distributed to each of the sample households outlining the purpose of the study and requesting co-operation (see Appendix III). Press releases were sent to the Spectator and to the Stoney Creek News (see Appendix IV) in an effort to promote the study and aid in obtaining a high response rate. In addition, a half-hour interview was taped at the studio of Northgate Cable T.V. to be shown on their community cable show to help explain the purposes of the research to area residents.

A pre-test of the instrument was carried out with fifteen people; modifications were made and the questionnaire typed and printed. Data collection began on July 1, 1981, and terminated after four weeks with 67 households responding. Several difficulties were encountered in collecting data which made it impracticable to complete 130 interviews as originally planned:

i) because the study was limited to 15 weeks, it was necessary to terminate data collection to allow sufficient time for data processing, analysis and report writing;

ii) high refusal rate and the number of unreachable households;

iii) many families were going on vacation and promised to arrange interviews upon their return (none of these families subsequently called);

iv) many families were two-income families with both adult members out of the home during the day making it difficult to contact them to arrange interviews; and,

v) four interviews needed to be re-scheduled as the respondents forgot their appointments.

With 67 households responding, the sample size was reduced to 5.15% of the 1,300 occupied houses in the study area. An aerial photograph and maps were used to ensure that a representatively proportionate sample was drawn from each of the surveys and older homes within the study area so that no area was either over- or under-represented.

Following the termination of data collection, a content analysis was done on all open-ended questions. A codebook was developed using the content analysis and a modified version of the Porter-Pineo scale for occupational codes in addition to coding which was predetermined by the design of the instrument.

All questionnaires were coded on to coding forms and the information key-punched on standard, 80 column IBM computer cards (4 cards per case).

Using SPSS, computer runs were done including frequencies on all variables (175) and cross-tabulations on selected variables. Chi squares and Pearson-''oment correlations were also computed. Computer time was used sparingly as funds were limited in this area. Data was analyzed by project staff. For the purposes of this exploratory research report, descriptive statistics are used primarily.

The results of the research are reported in the following six sections entitled:- Demographics; Mobility and Area Suitability Ratings; House Construction Quality; Transportation Methods and Patterns; Political Participation; and, Community Identification. Recommendations, suggestions and conclusions will be included in the concluding section of the report.

SECTION II

DEMOGRAPHICS

This section of the report is designed to present a comprehensive profile of the residents of Heritage Green. Such a profile is useful in determining the type and level of services which are presently required in the area and will serve as an aid in planning future development.

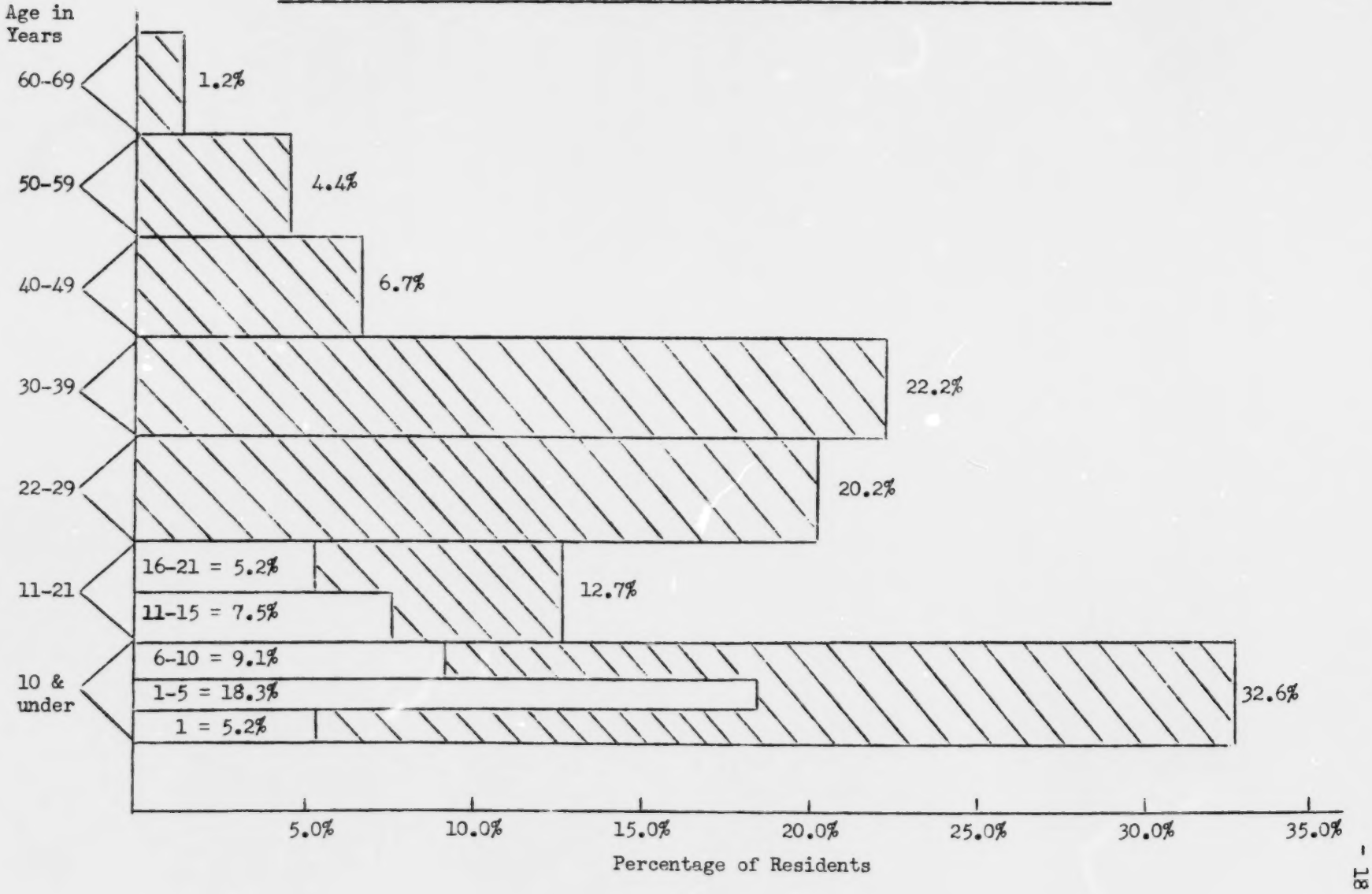
Upon analysis of the data received from the sixty-seven sample households, the average household in the Heritage Green development area was found to consist of a married - legal or common-law - couple (94.0%) with children living in the home (85.1%). The average age category for both respondents and their spouses is 30-39 years old, although ages ranged from 22 to 69 years old. However, including both partners, the majority of adult residents are under the age of forty (77.9%).

The majority of households (89.1%) have at least one child. The average age category of the first child is 6-10 years. 67.8% are 10 years old or under. 79.7% are under 16.

A smaller number of families have two children (65.7%). The second child has an average age of 1-5 years (55.6%) with the next highest age category between 6-10 years (13.3%). Few families have third (17.9%) or fourth (8.9%) children. The average age category of the third child is 6-10 years old, with the majority being between one and fifteen (74.0%). The average age for the fourth child is 1-5 years old. Note that 11.9% of the respondents had no children (see Figure 1).

The majority of respondents were female (61.2%); the ratio of female respondents to male respondents is 3:2. As well, it was found that in 40.3% of the 67 sample households, the female partner is a homemaker, leaving 59.7% of women participating in the labour force - a higher rate than for Hamilton-Wentworth as a whole.

FIGURE 1: DEMOGRAPHIC GRAPH OF AGE (IN YEARS) BY PERCENTAGE OF RESIDENTS



So, although the high number of young children reflects the usual pattern in suburbs, the extremely high level of women's employment suggests Satellite City experiences an unusual level of both working women and double-income families.

In terms of religion, it was found that 61.2% of the respondents are Protestant and 31.3% are Catholic. 3.0% have a religion which is neither Protestant, Catholic nor Jewish, and 4.5% reported they have no religion.

With respect to ethnic origins, it was discovered that although the majority of people (65.7%) were born in Canada, a large percentage were not. Of those born outside of Canada, 82.7% came from European countries with a high concentration from the United Kingdom alone (comprising 39.1%) of all non-natives). On the average, those born elsewhere have been living in Canada for approximately fifteen years. The average length of time living in the Hamilton area is approximately fourteen years. It can thus be seen that for the most part, there is a high one-to-one correlation between length of time in Canada and length of time living in the Hamilton area.

The average educational level attained by both respondents and their spouses is completion of high school (or vocational school), although the levels range from less than grade eight to professional degrees. (The majority of respondents, 91.0%, range between grade nine and completion of university whereas the majority of spouses, 60.9%, range between grade nine and completion of high school.) Since the average age of the children of the area is very young, their average educational level is consequently low; namely, grade eight or less.

A wide range of occupations are found in the Heritage Green development area. The occupations were grouped as follows: professional; semi-professional; owners/managers; clerical/sales; skilled labourer; semi-skilled labourer; unskilled labourer; homemaker, and retired/student (occupational codes are shown in Appendix V).

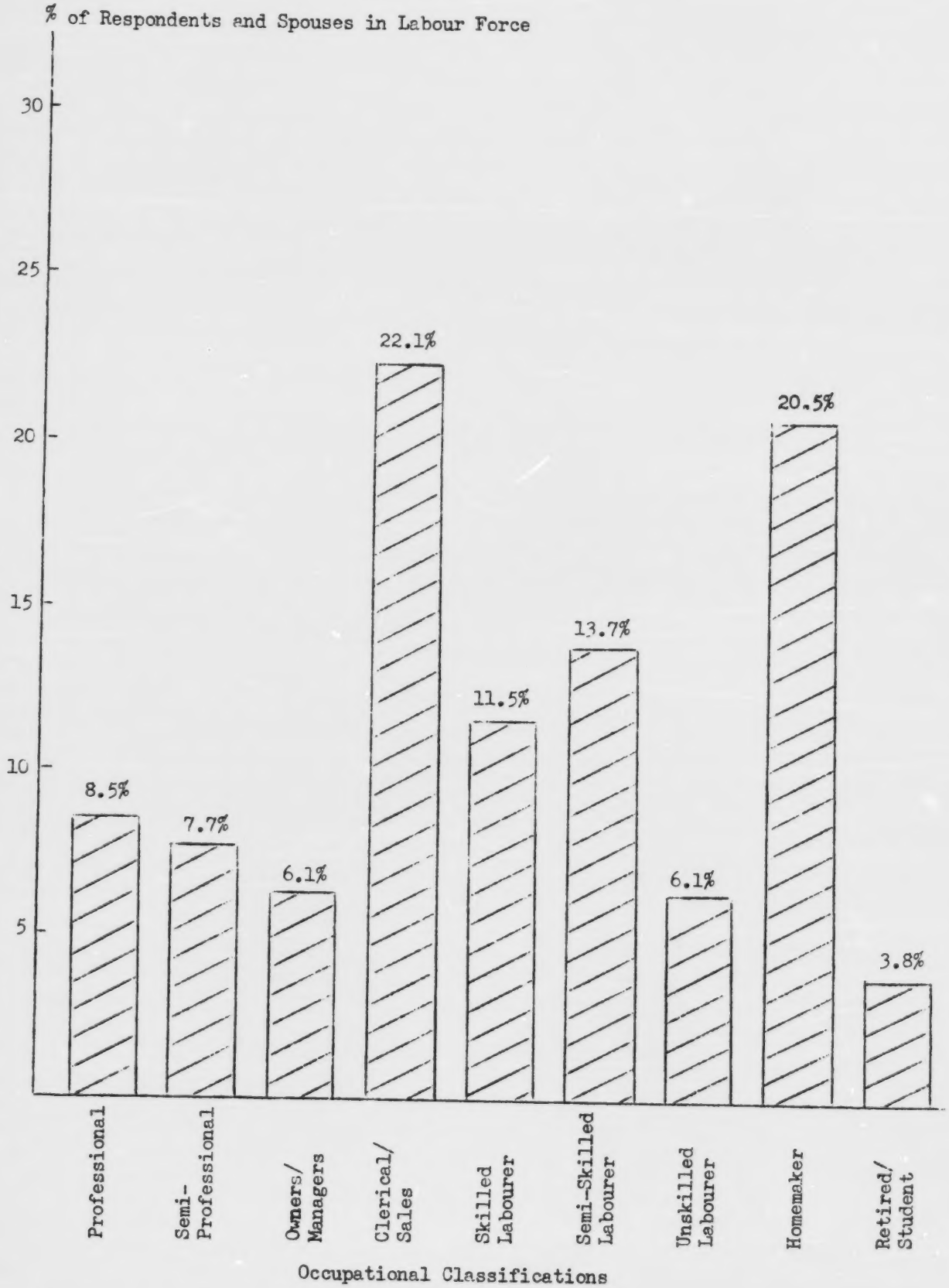
The highest concentrations are clerical/sales (22.1%) and homemakers (20.5%). The lowest concentration is in the retired/student category (3.8%) (given the age distribution, this is not particularly surprising). There is relatively even distribution in the remaining occupation classifications (see Figure 2).

Although the yearly family incomes range between $10,000 to $44,999, the average household income is $20,000 to $24,999. The majority of families (68.2%) are in the $20,000 to $29,999 range.

It became apparent during the course of the interviews and in discussions with area representatives and the community association that there is a feeling of social differences between the neighbourhoods north and south of Mud Street. Despite the plans for the area to be one large community, separate identities have developed for either side of Mud Street:- the north side is known as Albion Estates and the south is recognized as Satellite City. This perceived distinction could be a result of several factors, including different developers, different styles and quality of homes, and, most importantly, the location and condition of Mud Street, which creates transportation difficulties within the Heritage Green area (i.e. there are no stoplights on Mud Street, and no pedestrian walkways to facilitate north-south accessibility.)

In order to determine whether there were any empirically significant differences between the neighbourhoods north and south of Mud Street, cross-tabulations were performed with relevant variables: income, occupations of respondents and spouses, rented or owned homes and reasons for moving from previous homes. No statistical significance was determined on any of these variables indicating that the distinctions are <u>perceived</u> social differences rather than <u>actual</u> differences. It thus appears that the distinction between the north and south sides of Mud Street are evidence of a communication or social rift and that there is a high degree of homogeneity among the residents in the Heritage Green development area.

FIGURE 2: OCCUPATIONS OF HERITAGE GREEN AREA RESIDENTS



SECTION III

MOBILITY AND AREA SUITABILITY RATINGS

The purpose of this section is three-fold:

1. to determine whether or not Heritage Green residents are first-time homeowners, where they lived as a family unit prior to their move, and how long they plan to stay in their present homes;
2. to determine what attracted respondents to Heritage Green;
3. to determine an overall level of satisfaction with living in the development.

* * * * * * *

1. Over one-half of the respondents (52.2%) called their present home their first family home with the remainder reporting at least one previous family home. Approximately one-quarter of the residents (25.4%) had a family home before their last one, that is, their home in Heritage Green is at least their third family home. Figure 3 shows that the majority of those who had at least one previous family home lived in Hamilton before their move to Heritage Green.

   The respondents who had previous family homes usually owned their last home (53.1%) but rented their home before that (70.6%). The average time spent in their last home was 4.9 years compared to 2.6 years in the home before that. As regards to the homes in Heritage Green, there appears to be a highly positive correlation between home ownership and the length of time respondents plan to stay in their present homes. Of the 95.5% who own their own homes, 80.7% plan on staying either "indefinitely" (48.4%) or "forever" (32.3%). Only 7.5% plan to move within a year, citing various reasons such as being transferred to another city.

FIGURE 3: PERCENTAGE OF RESPONDENTS BY LOCATION OF PREVICUS FAMILY HOMES

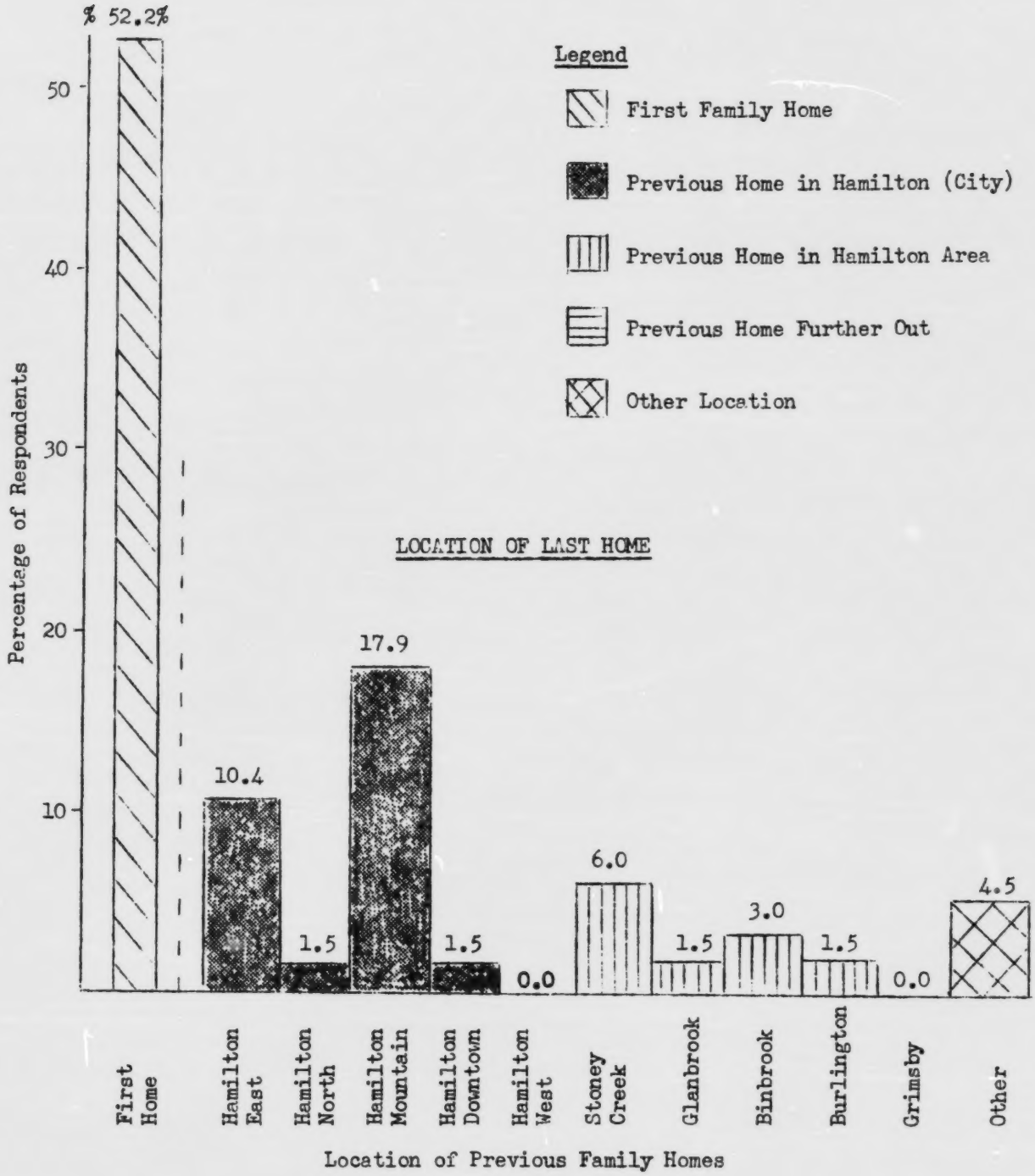


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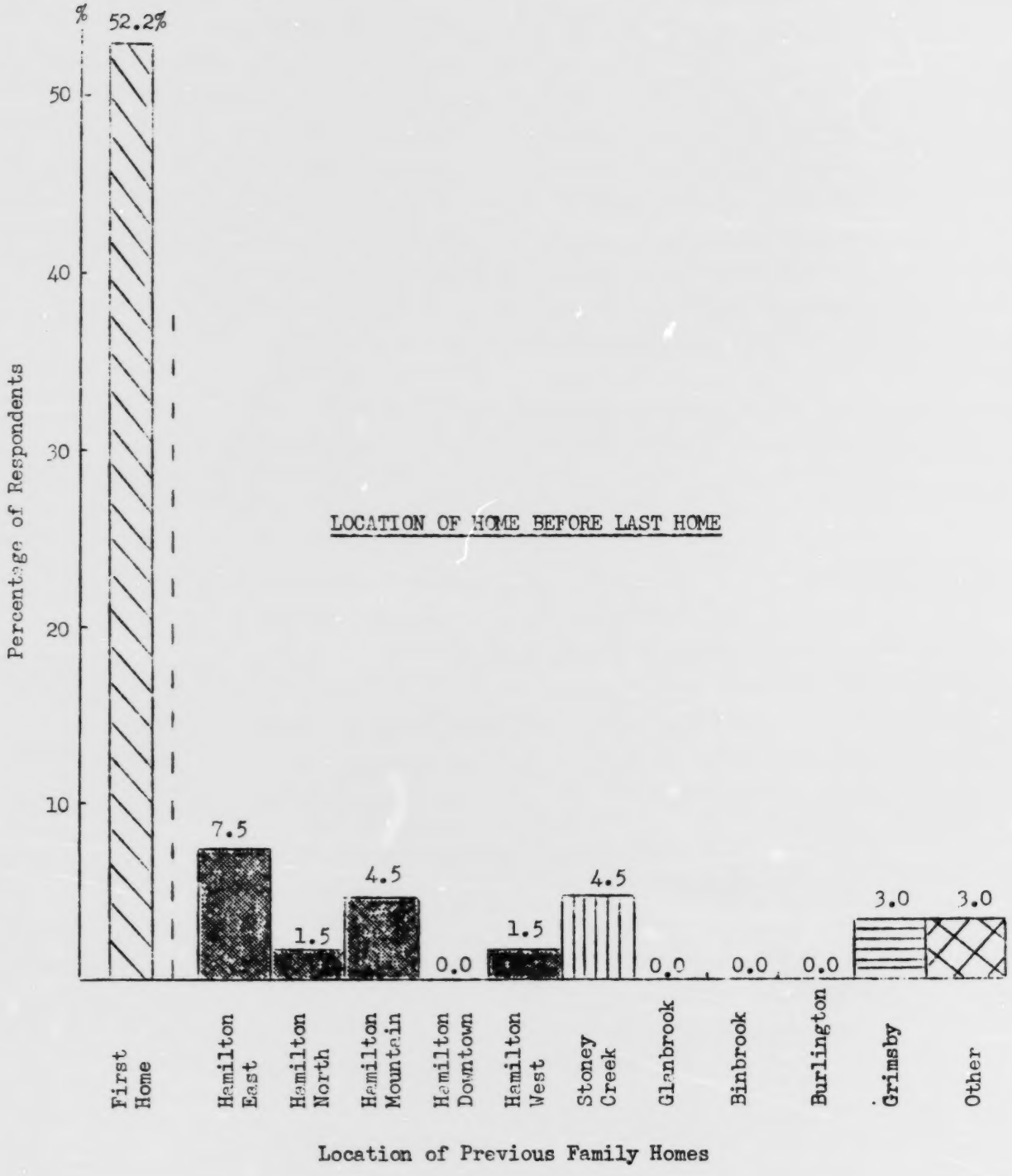
Figure 3 cont'd



People who were born outside Canada did not move directly into the Heritage Green area; rather, they appear to have lived in the Hamilton area first and then moved to the new development. Since most of the people who had previous family homes lived in the Hamilton area or other regions of Ontario, this suggests that foreign-born respondents became assimilated into the Canadian culture before moving to Heritage Green. Therefore, Heritage Green is not attracting "foreigners" from outside the Hamilton area; instead, it appears to be attracting families who have already established links within the Hamilton area.

Some concerns were expressed by local politicians that many people who had lived in lower income rental units in Hamilton's East End moved to Heritage Green to take advantage of the low cost of buying a home, thereby leaving many vacant rental units in the East End. This could be neither substantiated nor disproved with any degree of accuracy; however, if this did occur in some cases, it was not the norm. Only 10.4% of all respondents had had their last family home in the East End of Hamilton. Coupled with the fact that 46.9% of those who had previous family homes did not own those homes, this suggests that of the total number of 1,300 homes in the development , 4.85% or 63 families may have rented houses in Hamilton's East End prior to moving to Heritage Green.

It should be noted that the Town of Stoney Creek has 43 geared-to-income housing units, all of which are located in the study area south of Mud Street. These units account for approximately 5.5% of the housing units south of Mud Street, and 3.3% of all of the homes in the area. Since 4.5% of the respondents rented their homes through this program, the figures in this study are considered to be statistically representative.

2. To determine what attracted people to Heritage Green, respondents were simply asked, "What attracted you to Heritage Green?" and the interviewers recorded their responses. Content analysis revealed two major answers - financial reasons (47.0%) and the nice, quiet rural-type setting (34.8%). Respondents who stated financial reasons referred either to the H.O.M.E. (Home Ownership Made Easy) program or to the relatively lower purchase price of private market houses.

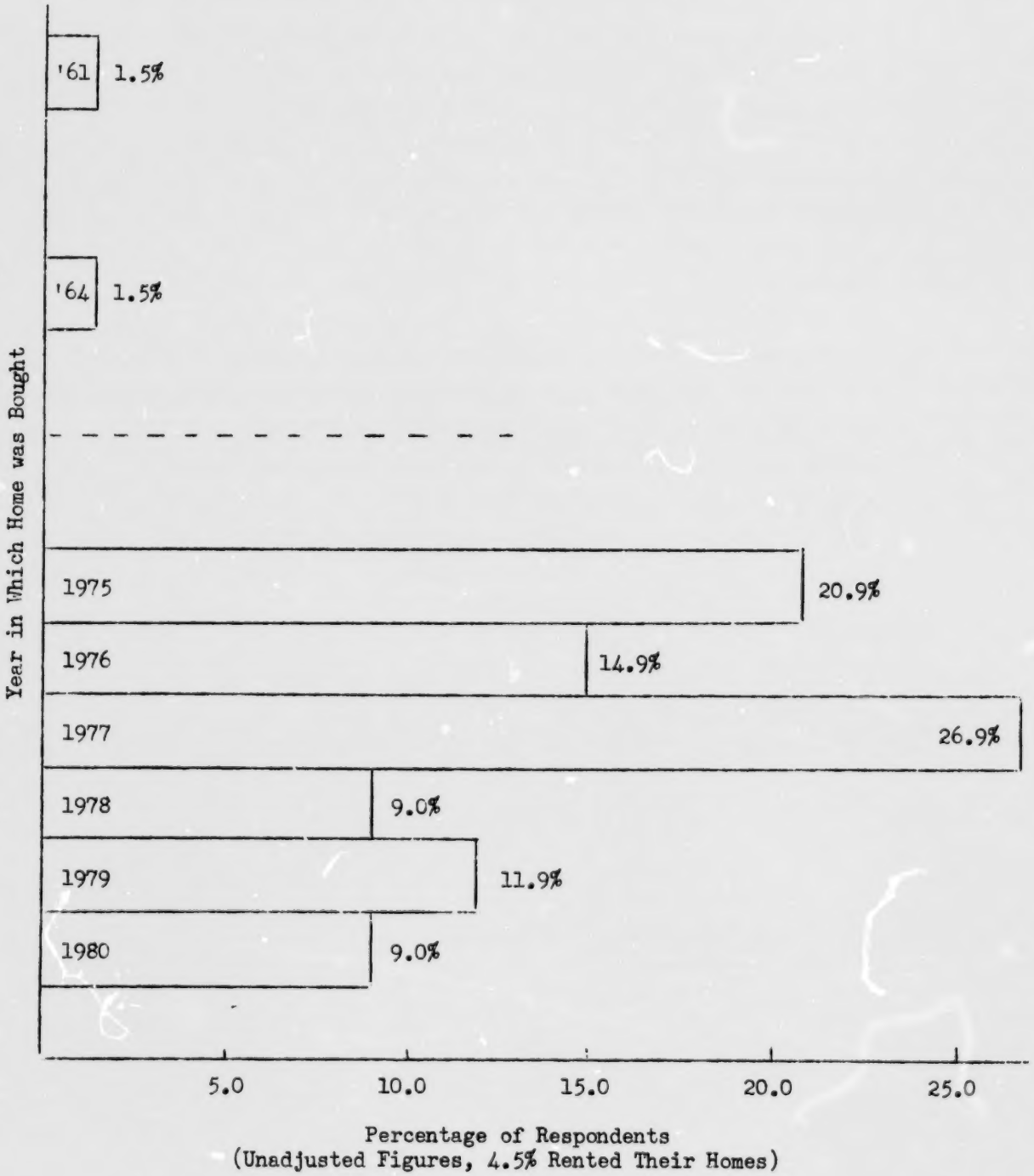
   Since "Satellite City" is perceived by many people (both within and outside the development) as being a survey for lower income families because of the H.O.M.E. program and the geared-to-income rental units, several questions and statistical calculations were aimed at determining the validity of these perceptions. The H.O.M.E. program was carried out on land owned by the Ontario Land Corporation (O.L.C.) south of Mud Street. Those respondents who were attracted for financial reasons showed a highly positive correlation with participation in the H.O.M.E. program. What attracted the respondent to the area and whether the respondent lived north or south of Mud Street were positively correlated: residents south of Mud Street tended to state financial reasons while residents north of Mud Street were attracted by the area itself. There was, however, no correlation between H.O.M.E. purchases and last year's combined gross family income; in fact, the two respondents whose incomes were in the lowest category lived on the north side of Mud Street.

   This suggests, then, that although nearly half of the families were attracted to the area by the H.O.M.E. program and other financial reasons (and obviously had incomes which qualified them for participation in the H.O.M.E. program), their incomes have increased since moving to the area. As mentioned above in the "Demographics" section, income levels tend to be within the middle ranges regardless of whether or not the families lived in private market houses or O.L.C. (H.O.M.E.) houses.

Along these lines, it was decided to determine whether or not there was any statistically significant relationship between when people's mortgages were due to be renewed and how long they planned to stay in Heritage Green. There has been concern expressed by C.M.H.C. that people were abandoning homes in several other developments when their mortgages were renewed with the current high rate of interest (20%-22%) and homeowners could not meet higher monthly mortgage payments. Most homeowners in Heritage Green bought their homes in 1977 and, with a 5-year renewable mortgage, their mortgages will be due in 1982 (see Figure 4). Since very few people plan to move within a year, it can be concluded that people are not anticipating severe difficulties when their mortgage payments are increased by 50%-75%. They may be hoping that interest rates will be lower by then and/or they may have decided that both partners should work outside the home. In any case, it appears that, from the current perspective of homeowners, the prospect of increased mortgage payments is not going to cause a great outflowing of residents in the next year.

3. To gauge the overall level of residents' satisfaction, respondents were asked if they were happy living in Heritage Green. With very few exceptions, residents said they were happy. They were also asked more projective questions. The majority of the respondents, 82.1%, would recommend the area to their friends or relatives if they were looking for a place to live. Of those who would not recommend the area, the most frequently stated reasons were the lack of shopping facilities and the isolation. Of those respondents who would recommend the area, 38.2% would do so as they found it a nice area and 32.7% liked the country living. Many people qualified their recommendations by adding comments such as, "nice area if you drive/have a car".

FIGURE 4: YEAR IN WHICH HOME WAS PURCHASED BY PERCENTAGE OF RESPONDENTS



Since it appears that respondents living north of Mud Street were attracted to the area for different reasons than south side residents, respondents' recommendations were checked against this variable. Although a higher percentage of respondents north of Mud Street would recommend the area (see Figure 5) this difference was not statistically significant.

Respondents were asked to rate the suitability of Heritage Green for different types of families. Figure 6 shows a graph of respondents' suitability ratings for several types of families. Respondents considered the area to be highly suitable for childless couples and families with young children (14 and under), but were divided on the area's suitability for single people, older families and retired people. It would appear, then, that the respondents perceive the area as a good place in which to start and raise a family but not necessarily as a community in which one could spend their entire life cycle.

This suggests that the respondents perceive Heritage Green as having characteristics and properties (rural setting, suitable for young families) which are more typical of a suburb than a new town. The fact that most respondents do not plan to move within the foreseeable future suggests that the residents want to "grow up" with the community.

FIGURE 5: PERCENTAGE OF RESPONDENTS' RECOMMENDATIONS OF THE AREA BY RESPONDENTS' LOCATION RELATIVE TO MUD STREET

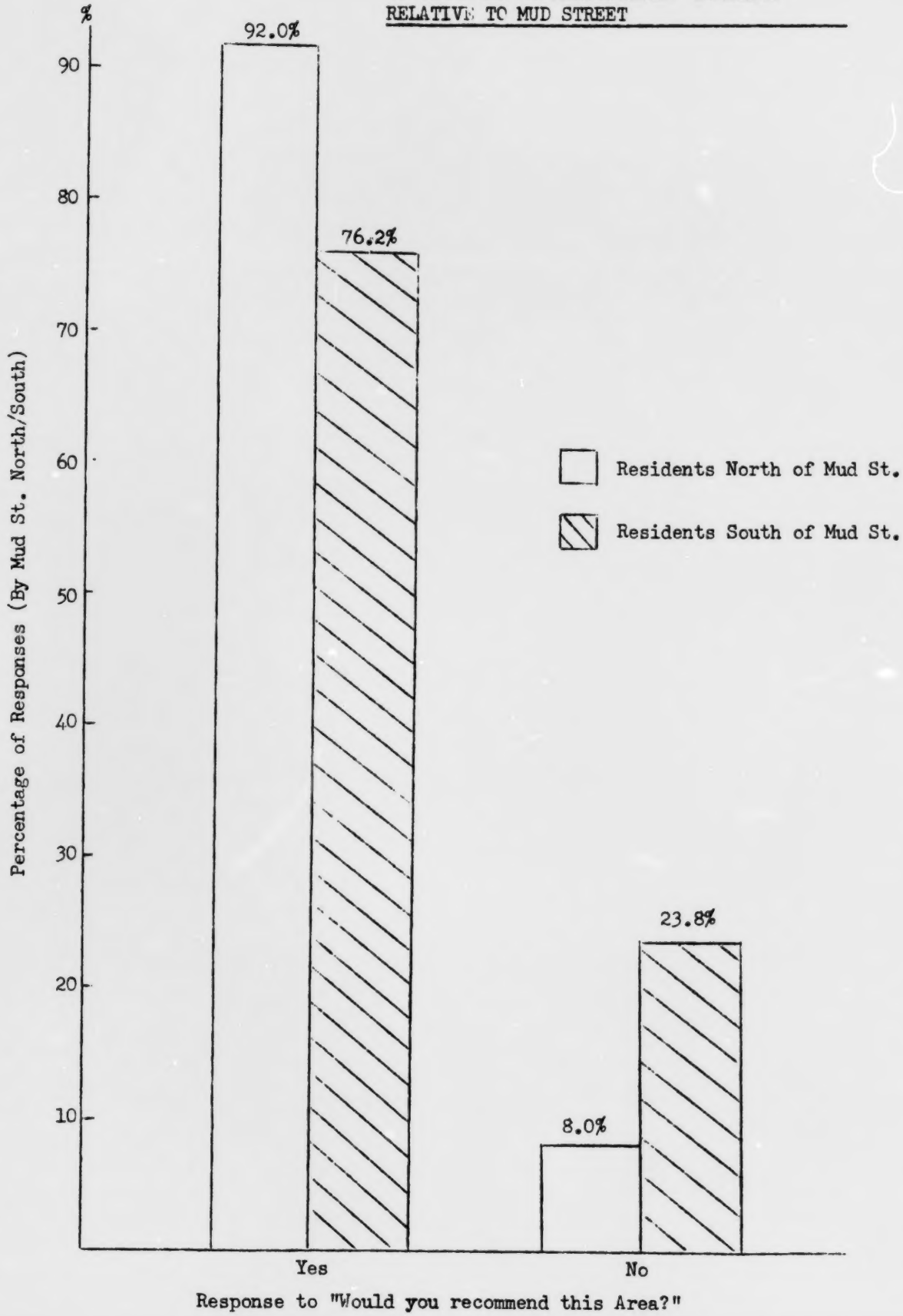
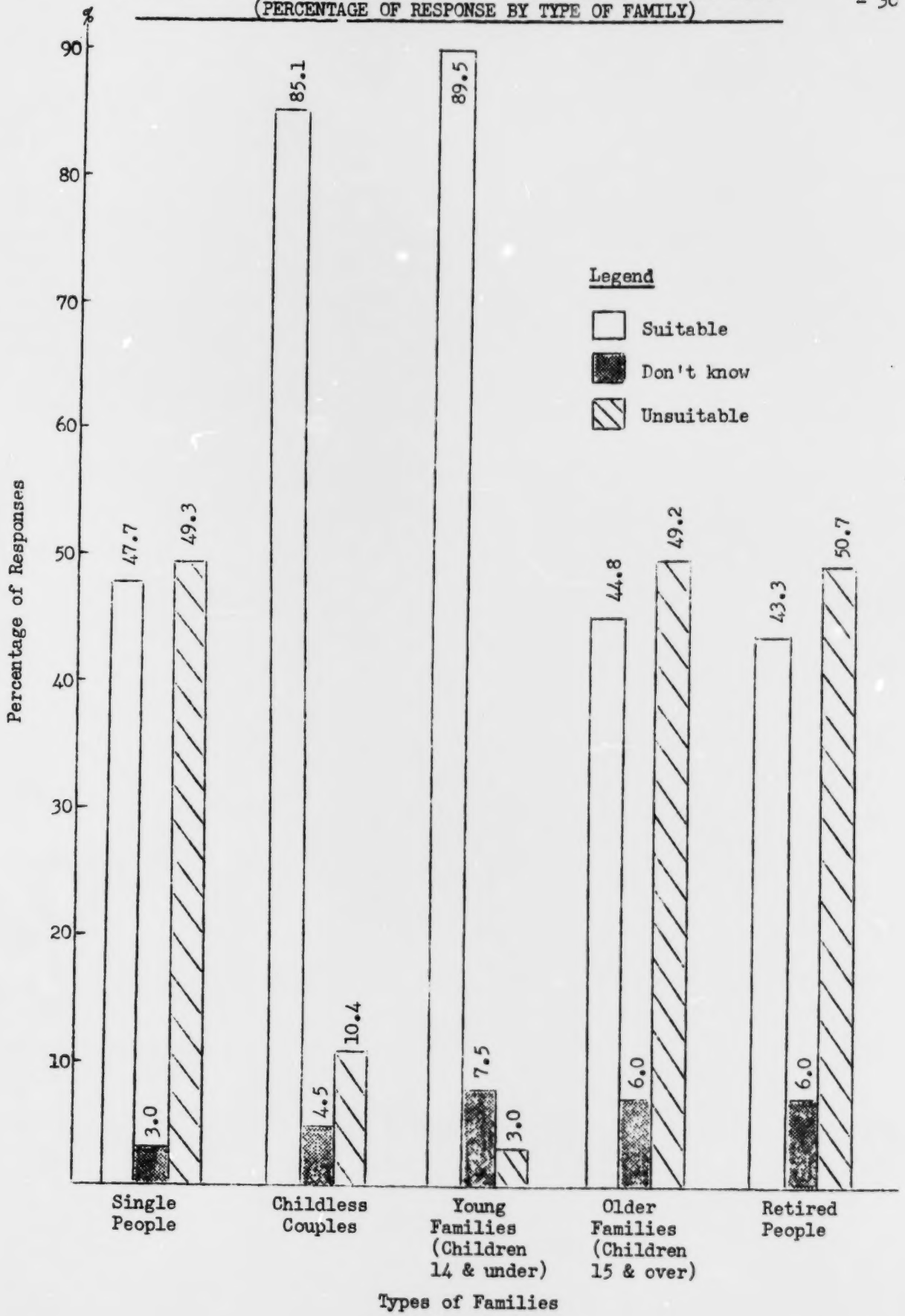


FIGURE 6: AREA SUITABILITY RATING FOR DIFFERENT FAMILY TYPES
(PERCENTAGE OF RESPONSE BY TYPE OF FAMILY)



SECTION IV

HOUSE CONSTRUCTION QUALITY

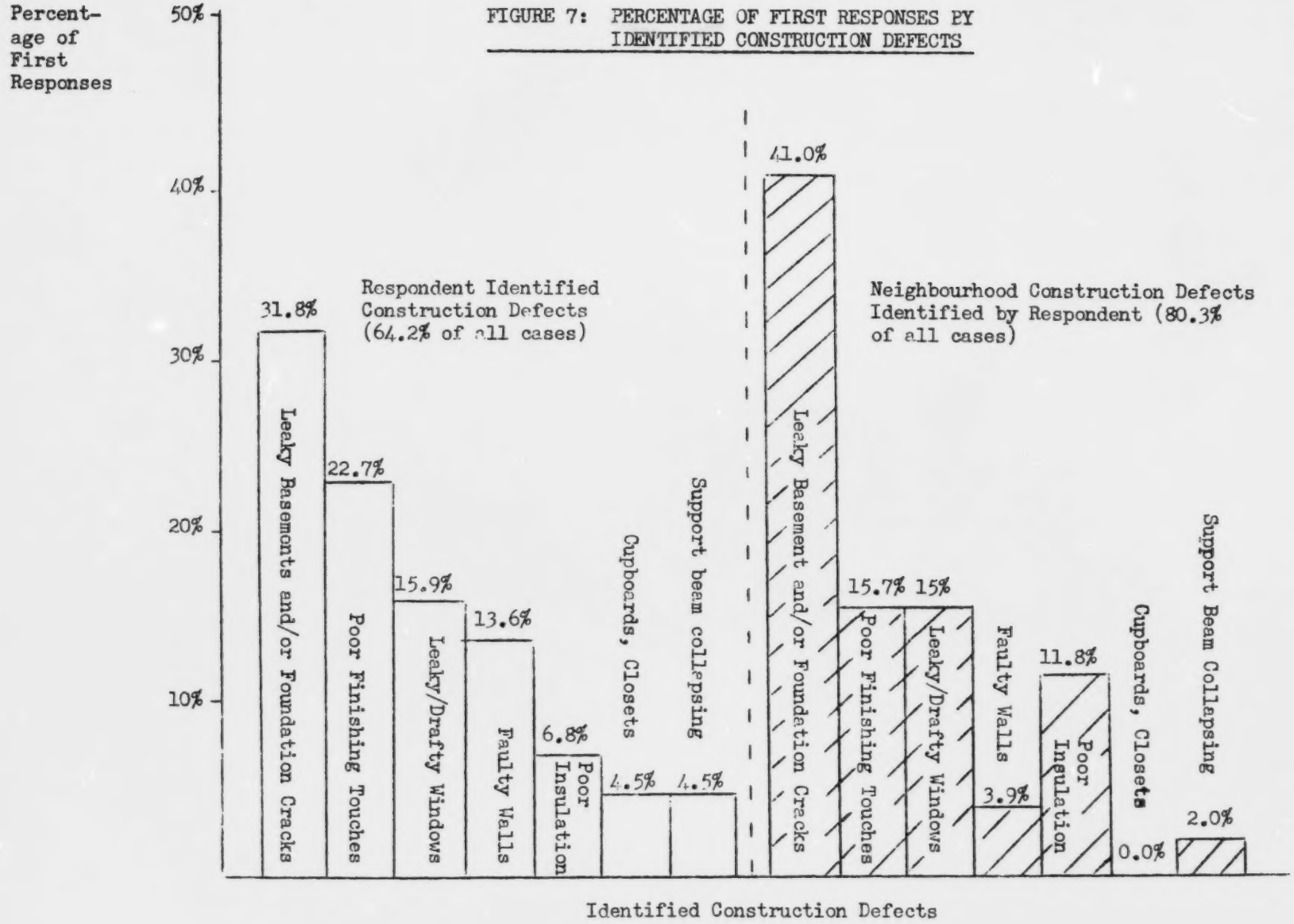
Real estate agents and newspaper articles suggest that one of the reasons for the slow selling pace of the area's homes was the area's reputation for poor housing quality. The houses were reputed to be poorly built and, therefore, not worth the expense of moving into. To determine the accuracy of these reports, a section pertaining to housing quality was included in the questionnaire.

Construction defects were found in 64.2% of the homes in which the interviews were conducted. The breakdown of these problems is shown in Figure 7. Although many of the respondents had more than one complaint, only the first named defect was coded. Fewer than half (47.7%) of the respondents reported having the defects fixed. In many cases, the owner had to fix the problem himself, as the contractor was difficult to reach and/or the house warranty was up.

The respondents were then asked about their neighbours' homes as a check on the construction defects. Some respondents made the comment that while their home was fine, their neighbours had a different contractor and had some problems as a result. The majority (or 80.3%) of the respondents indicated that their neighbours had house construction defects. The higher incidence of neighbours' homes having construction defects may be the result of having a greater potential number of defects due to the greater number of homes involved. More than one respondent may have been referring to the same household as having defects.

The construction defects of the neighbours' homes are broken down in Figure 7. The relative proportions of defects in the neighbours' homes are different than the relative proportion of defects in the respondents' homes. A possible explanation may be that some defects make better conversation than others; it does not necessarily mean that the neighbours had different problems than the respondents.

FIGURE 7: PERCENTAGE OF FIRST RESPONSES BY IDENTIFIED CONSTRUCTION DEFECTS



The respondents were asked to rate the quality of the home construction in the area. Most of the respondents considered the homes to be of good quality (52.2%); 19.4% were undecided; 11.9% rated the homes as being very good; 11.9% rated the homes as being of poor quality. The rating of home construction was basically positive; however, it should be noted that many people qualified their rating by saying things like "good quality especially for the price", and, "good, considering that new homes aren't built as well as the older homes". Although few people gave the homes a poor rating, few people gave the homes a very good rating, which may be indicative of a reluctance of the respondents to make their homes seem other than average. (The respondents appeared to consider "good" as being "average", and showed a tendency to gravitate towards the mean or average.)

According to a local real estate agent who has been involved in several sales or re-sales in Heritage Green since the beginning of the area's development, sales have improved in the past two years partially because the initial bad publicity has subsided and partially because construction quality has improved significantly. This agent also noted that the introduction of the H.U.D.A.C. home warranty program and the relatively lower purchase price of the units has encouraged sales and improved the re-sale value of existing houses.

As was noted in the "Mobility" section, people are attracted to Heritage Green for two major reasons - financial and the nice, quiet rural setting. Since most of the original defects have been corrected and any new homes are warrantied for one year against major defects, house construction quality should play a relatively minor role in future residents' decisions to purchase homes in the area and the suitability of the area itself should be the major attraction for potential homeowners.

SECTION V

TRANSPORTATION

GENERAL

The residents of Heritage Green are heavily dependent upon their cars for transportation to work, to shopping centres and, generally, to get around. Of the 67 households surveyed, 98.5% had at least one car including 61.2% who had two or three cars. The majority (56.1%) of people who had a second car bought their second car because of their move to Heritage Green indicating that travel by public transportation to and from their homes was unsuitable for their needs. Use of public transportation was very low with 44.8% never using it, 38.8% using it only when absolutely necessary (e.g., when their car was in for repairs), 4.5% using it 2-3 times a month and only nine percent of the people using public transportation daily. When public transportation is used, 97.3% of the residents rely on the bus with 2.7% using a taxi.

As a method of determining whether residents used their cars out of preference or of necessity each respondent was asked if there was a problem with bus transportation in the area. With two exceptions, every respondent felt that there was a problem. This was further confirmed in informal conversation with neighbourhood organizations and other non-sampled residents. Problems experienced with the present bus transit system include the following:

i) service is too infrequent;

ii) service stops too early in the evening;

iii) buses do not go far enough into the surveys, making it necessary to walk fair distances to get to bus stops - very difficult with small children in tow and during adverse weather conditions;

iv) lack of a direct bus to Eastgate Square; and,

v) it is necessary to transfer twice (that is, three buses are needed) to go across the mountain or down to the lower city.

When asked how often there was a car available for their use, 59.7% of the respondents replied that they had a car whenever they needed one and 11.9% could get a car most of the time. This left 28.4% of the respondents who either had no access to a car or could only get a car sometimes. For these people, especially, public transportation is an important link between their homes and work, shopping or recreation. Low useage of public transportation, then, may not be an indication of a lack of demand so much as an indicator of inadequate service in the area.

One of the results of poor public transit is the feeling of being "stranded" and isolated. According to one resident, this has contributed to marital and family conflicts in several area homes. In a typical example, a homemaker with two pre-schoolers whose husband uses the car to go to work must wait for her husband to return from work in order to go out for shopping, recreation or visiting family and friends. This becomes even more problematic for those women whose husbands work shifts.

The lack of gathering places and relative inaccessibility via bike paths or walkways in the area accentuates this feeling of isolation. Without walkways or bike paths, residents must walk through the loop-designed maze of residential streets in order to reach collector roads and arterial roads. Several residents noted that walking to the local convenience store was their only form of an outing during the day. During adverse weather conditions, it becomes virtually impossible to get even that far. Over one-third (38.1%) go to their local store either by bicycle or by foot and 25.4% of the respondents use it once

daily or even more often. This suggests that the local convenience stores have become makeshift gathering places for at least one-quarter of the residents, particularly for the people who have little or no access to a car (28.4% of respondents).

GROCERY SHOPPING

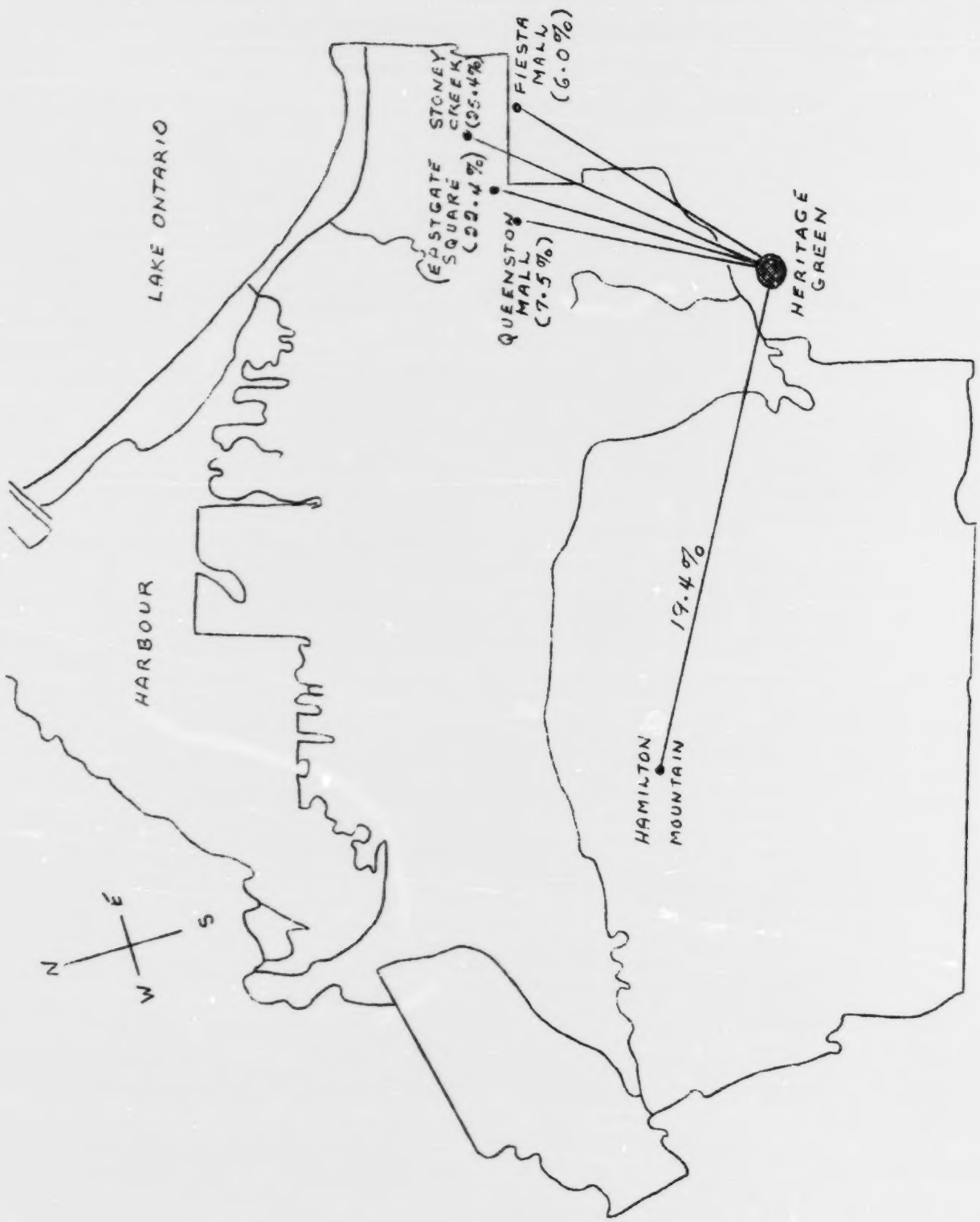
Most residents of Heritage Green rely on their cars for grocery shopping (97.0%) or go in their friends' cars (3.0%). Nearly half (46.3%) of the people shop alone or have their spouses do the shopping while the rest shop with at least one more person or, in 23.9% of the cases, the whole family. Grocery shopping tends to be done weekly (58.2%) or bi-weekly (37.3%) and is concentrated along Highway #20. The three major locations for grocery shopping are Stoney Creek (defined as any area east of Highway #20), Eastgate Square and Hamilton Mountain (see Map 1 for a more complete breakdown).

Concentration of grocery shopping along Highway #20 is likely related to ease of accessibility, ease in parking and the wide variety of stores from which to choose (chain stores, greengrocers and discount supermarkets).

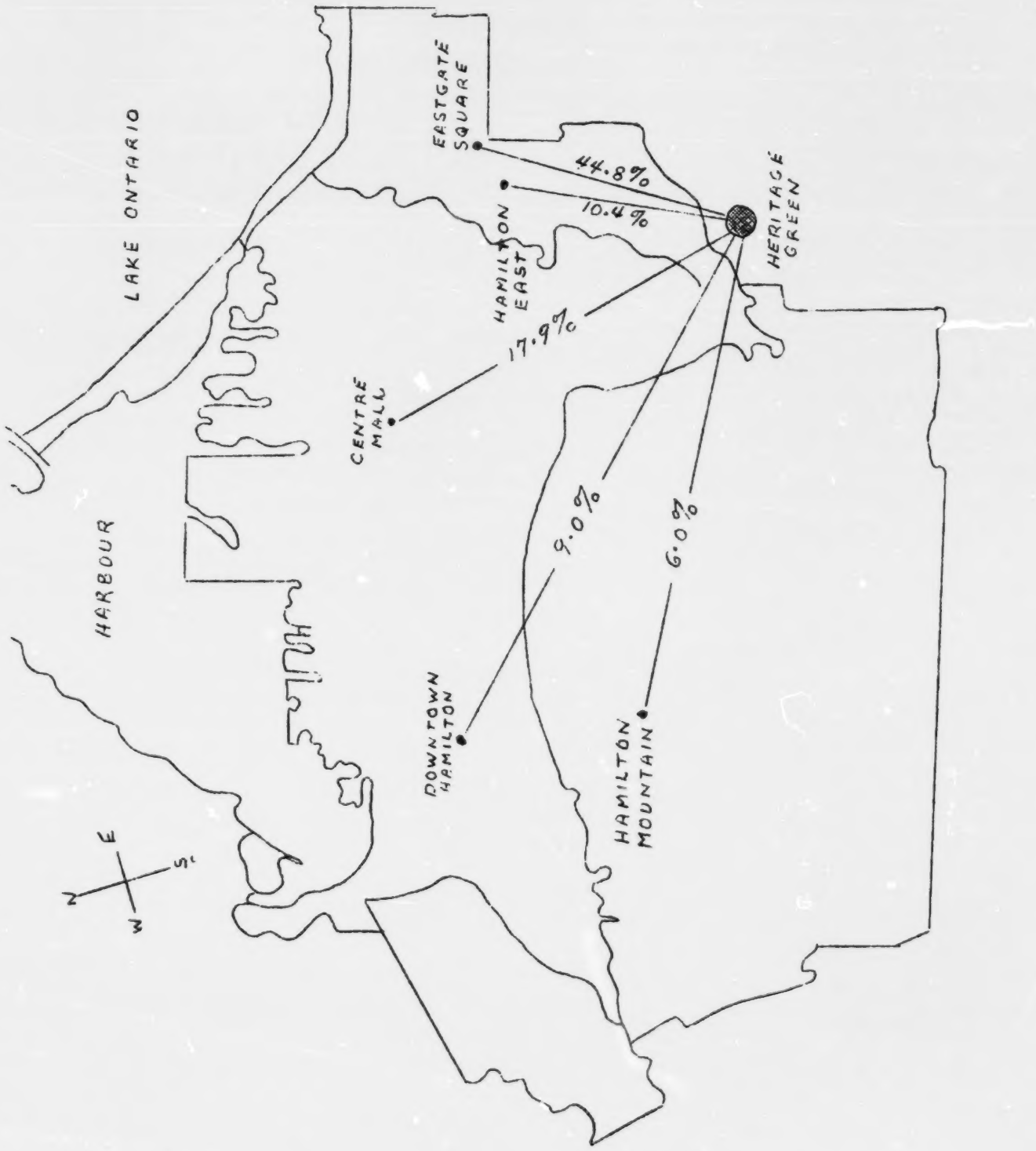
NON-GROCERY SHOPPING

Non-grocery shopping tends to be less clustered than grocery shopping with 44.8% preferring Eastgate Square, 17.9% shopping at the Centre Mall and 10.4% shopping at several stores in Hamilton East (see Map 2 for more details). Since 97% of the respondents drive to these shopping areas, non-grocery shopping is done less frequently and trips are likely planned in advance to coincide with being able to use a car for a longer period of time than it would take for grocery shopping. This enables residents to go farther afield for non-grocery shopping and allows more time for trying on clothing, etc.

MAP 1: TRAFFIC FLOW PATTERNS - SHOPPING (GROCERY)



MAP 2: TRAFFIC FLOW PATTERNS - SHOPPING (NON-GROCERY)



EMPLOYMENT

Respondents reported that 31.5% were self-employed and working out of th ir homes or were homemakers. Of those working outside their homes, the majority work in Hamilton East (31.5%) with 14.6% employed in each of Hamilton West and Hamilton North. Other work locations include Stoney Creek (12.4%), Hamilton Mountain (11.2%), downtown Hamilton (7.9%), Burlington (4.5%), Brantford (2.2%) and Nanticoke (1.1%) (see Map 3).

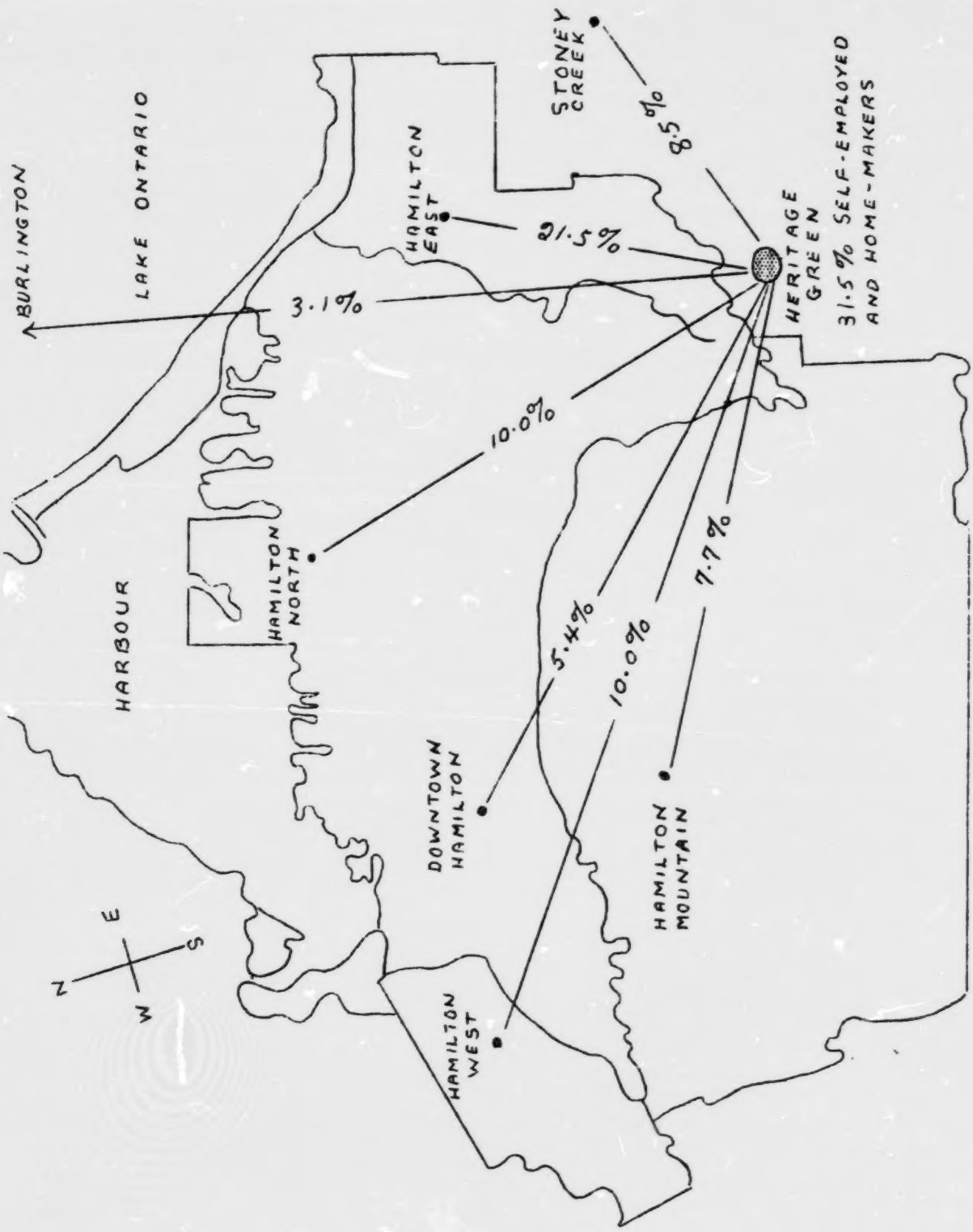
The high rate of commuting to various areas of Hamilton (79.8% of those employed outside the home) indicates a heavy dependence on Hamilton for employment. This conforms to the pattern of suburbs as residential rather than employment areas and strongly suggests that Heritage Green is, in fact, structured as a suburb with important economic links to the metropolitan centre.

RECREATION

Local recreation, including passive indoor activities such as reading, accounts for 62.7% of the respondents and their spouses' leisure activities. Of those respondents and their spouses who go elsewhere for recreation 7.5% named lower Hamilton, 4.5% named Stoney Creek and the east Mountain and Hamilton district each claimed 3%. Various other activities such as camping, travelling, hunting, etc., which are not specific to any one area accounted for the remainder.

For children's recreation, most respondents listed "no answer", from a low of 53.7% for the first child to a high of 98.5% for a fourth child. This may be due to either a lack of children currently at home or to the young age of the child (in which case, the child would either stay at home or would travel with his/her parents). It should be noted that those infants whose activities were listed as "sleeping" or "eating" were assigned to the "no answer" category. Of the children whose recreation was named, the majority participated locally.

MAP 3: TRAFFIC FLOW PATTERNS - WORK



Recreational activities for teenagers is particularly problematic. Respondents noted that their older children had difficulty in getting to recreational activities in the evening because of lack of transportation. Parents found it necessary to drive their children back and forth in the evening due to the fact that buses stop at 7:00 p.m. Those who have limited or no access to a car in the evening depend on their friends for transportation or they have to forego activities. It is too far to walk from regular bus routes and it is unsafe to be out walking on poorly-lit, isolated roads. This leads to a feeling of frustration and increases the sense of isolation experienced by residents.

Other problems mentioned by respondents included the need for stoplights, streetlights and, most emphatically (92%), improvement of Mud Street. The heaviest flow of traffic is to Hamilton East (with some continuation to Bayfront), Hamilton Mountain and Stoney Creek. Mud Street and Highway #20 are heavily used to get to work and to go shopping. With the new Billy Green elementary school opening in September, residents expressed grave concerns for their children's safety when crossing Mud Street at Paramount Dr. Just east of this intersection, there is a depression in the road causing oncoming cars to disappear from a pedestrian's view. Any pedestrian who failed to realize that there was a car approaching and began walking across the road would be in the middle of the road when the car came out of the depression. Residents are asking that the road be levelled and widened, with an island and stoplights at the Mud Street-Paramount Dr. intersection.

Internal transportation has been identified by residents as a problem area. Roads in the surveys were designed (in the original plan) for access by an internal rapid transit system similar to the proposed downtown Hamilton rapid transit system. They were specifically designed to discourage through traffic, thus prohibiting the use of regular buses. In the modified plan, the rapid transit system was removed, leaving the area with no internal transit to move residents from residential roads to collector and arterial roads. Since residential roads are inaccessible to regular buses because of their design, residents are calling for

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a mini-bus to circulate throughout the development to stop at regular bus stops, the proposed new arena, convenience stores and other points.

Highway #20, Mud Street and Mount Albion Road carry the heaviest traffic flow. Other than the difficulties with the condition of Mud Street, the roads appear to be handling traffic volume adequately, particularly in the north-south direction. At three points during the study, researchers contacted two radio station traffic reporters to determine whether or not they were aware of congestion or other difficulties in the area from Queenston Road to Mud Street and from Highway #20 to Pritchard Road. Without exception, all six reports indicated that there was no congestion at peak traffic times. Therefore, it would appear that the need for a North-South Expressway through the Red Hill Creek Valley is questionable at this time, at least from the perspective of residents' access.

SECTION VI

POLITICAL PARTICIPATION

Analysis of the respondents' political perceptions and awareness of their community plans showed that Heritage Green residents are typical of the Canadian population at large. The majority of respondents voted in the last federal, provincial and municipal elections (71.6%, 70.1% and 59.7% respectively) but, for the most part, did not take an active part in any political campaigns (83.6% reported no participation).

Respondents were divided on the usefulness of talking to public officials about their problems since 46.3% felt public officials were not interested (41.8% thought they were; 11.9% didn't know) and 32.8% felt that public officials were not willing to listen to their problems. This negative impression was reinforced by 19.4% of the respondents who said that public officials listened to their problems but never did anything about them.

Most of the respondents (83.6%) could not name their regional councillor. When asked if they were aware that their area was being developed according to a community plan, 44.8% were aware of the plan (to a greater or lesser degree), 13.4% knew parts of the plan but 41.8% were not aware of any plan.

Attendance at meetings to discuss development with local politicians were attended by fewer than one-quarter (22.4%) of the respondents; however, 16.4% of the respondents had never heard of any meetings and 1.5% wanted to attend the meetings but were unable to do so. The remaining 59.7% of the respondents did not attend any meetings nor did they volunteer any explanations for this.

SECTION VII

COMMUNITY IDENTIFICATION

The purpose of this section is to try to determine how strongly Heritage Green residents identify themselves as being part of a new community, or, conversely, if they perceive themselves as being more closely linked, as a suburb, to Hamilton. As indicators of these links, several questions relating to mass communication media usage, perception of neighbourhood boundaries, participation in neighbourhood plan and traffic flow patterns were used. Additional comments made by respondents were also noted.

As discussed above, residents experience a great deal of geographical confusion:- taxes are paid to Stoney Creek, subsidized housing is maintained by the Hamilton-Wentworth Housing Authority, phone numbers and mailing addresses are either Hamilton or Stoney Creek or both, on a municipal level the area is part of the Town of Stoney Creek but belongs to the Regional Municipality of Hamilton-Wentworth and, to make matters worse, Heritage Green is a part of the federal riding of Lincoln. This element of confusion serves to add to the problem of community identification.

The original intention for Satellite City residents to maintain strong links with the metropolitan centre has also lead to identification with other communities due to the lack of services and facilities in their local area. Social, medical, consumer, employment and recreational opportunities are presently absent from the development, requiring residents to travel (generally by car, as indicated above) elsewhere to fulfill these daily needs.

For the most part, statistics indicate that the residents identify strongly with Hamilton. Of the 79.1% of residents who have a daily newspaper delivered, 100% receive the Spectator; of the 67.2% who receive a weekly newspaper, 71.1% named the Stoney Creek News. It should be noted that this paper (Stoney Creek News) is delivered free of

charge in the area and is, therefore, not a good indicator of a deliberate effort on the part of the residents to establish or maintain ties with Stoney Creek.

The majority of respondents (67.2%) reported listening to Hamilton radio stations most often. In the cases where other family members preferred a station different from the respondent (56.7%), the choices named most frequently were Toronto stations (39.5%) and Hamilton stations (36.8%). Respondents were divided as to which was their favourite television station:- 34.3% named American stations; 31.3% preferred Canadian stations; and, 34.3% had either no particular favourite, preferred Canadian stations which were not specifically named or do not watch television. The majority of households (76.1%) have cable television but few watch the community cable channel with any regularity. Of those who do not have cable service, 42.9% do not want it, 28.6% find it too expensive, 14.3% were not pleased with the service and 14.3% indicated that the service is not available in their area.

Due to the lack of shopping facilities in the immediate Heritage Green area, residents travel elsewhere to do their major shopping (grocery and non-grocery). As shown above in the transportation section, most (73.1%) of this shopping is done in the Hamilton East and Centennial Parkway (Highway #20) area. Non-grocery shopping tends to show a greater dispersion to other areas of Hamilton including Hamilton Mountain and downtown Hamilton, suggesting that respondents tend to prefer shopping for clothing, etc., at stores with which they are more familiar, that is, stores which were probably close to their previous residences.

Location of employment is another element which suggests that the residents of Heritage Green depend on and identify with Hamilton. Although 31.5% of households have one adult member working in the home (either self-employed or homemakers), a large number (54.6%) of residents - respondents and spouses combined - work in the Hamilton area as noted above in the transportation section. Only 8.5% work in Stoney Creek and

5.4% work in other areas such as Burlington, Brantford and Nanticoke. Since employment opportunities are lacking in the local area, including Stoney Creek, it is evident that residents are maintaining ties with Hamilton for employment purposes.

In order to determine recreation patterns, the respondents were asked where they participate in their favourite leisure time activity. The majority (65.6%) participate locally; 13.3% go to the Hamilton area; and 3.9% go to Stoney Creek. 17.2% travel elsewhere, generally to conservation areas in Southern Ontario or up North. Although these statistics indicate that the majority of people are able to participate in their favourite recreation or pastime locally, it is difficult to draw any definite conclusions from this. It may be an indication of people's inability to get to other areas readily (e.g. having young children at home, transportation difficulties) or it may be an indication of people preferring activities which they can do locally (keeping in mind that "local activities" includes passive indoor activities such as reading, watching television, etc.). This may be a critical factor for families of shift workers.

What is clear from this is that leisure time is spent locally for the most part. This tends to show that the residents want to stay around home when they can. With the proposed new arena being built and the O.L.C.'s new focus on a recreational/residential community, these residents may identify more with Heritage Green than with Hamilton. This particular facet of their lives lends itself to becoming more involved with the new community.

In attempting to determine the degree to which residents are involved with the Heritage Green development as a planned community, several avenues were pursued. Although 59.7% voted in the last municipal election, the majority (83.6%) do not know who their regional councillor is. When asked to describe where they perceive the boundaries of their neighbourhoods to be, respondents generally reported very

small boundaries ranging from a five-house radius to a five-block radius. Only 4.8% defined the boundaries as being the whole Heritage Green development. The general sense gained by the interviewers throughout the course of interviewing people was that of a high level of neighbourliness within the respondents' immediate neighbourhoods.

As reported elsewhere, 41.8% of the respondents were not aware of the Heritage Green development plan. 44.8% are aware of the plan but do not necessarily know the details of it. The majority of respondents (59.7%) did not attend any meetings between residents and area representatives to discuss development plans and a further 16.4% were unaware that there had been any such meetings. This strongly suggests that there is a serious lack of communication among politicians, planners, developers and the residents themselves, as well as or possibly resulting in a lack of involvement on the part of the residents.

One issue that became very apparent was the lack of knowledge of the actual boundaries of Heritage Green. Many people did not realize that they were in the planning area and many were not aware that the neighbourhoods both north and south of Mud Street were part of the development. At the same time, 56.7% felt that there was no problem with accessibility to other parts of the development whereas 38.8% felt there was. The dividing line seemed to be Mud Street with respondents noting that "the other side" of Mud Street was hard to get to, but felt that they could get to other neighbourhoods on their own side of Mud Street quite readily. This sentiment was expressed by residents on both sides of Mud Street.

Interestingly, the majority of respondents (59.7%) indicated that they felt there was no problem with community spirit, about one-third felt there was a problem and 6.0% gave no answer. The 6% no-response rate suggests that respondents did not understand the item and this may account for the apparent disparities between projective (and, therefore, more objective) measures of community involvement and the more subjective measure.

On the whole it appears that residents identify with Heritage Green as a community only to a minor degree, most likely due to the lack of services, facilities and opportunities that characterize a community. For the most part, the residents identify strongly with Hamilton.

CONCLUSIONS

This study of Satellite City was originally undertaken to determine possible unmet needs of residents in the area. As a social planning agency, one of our major concerns has been, and continues to be, that social objectives and social impact considerations should carry a weight equivalent to hard planning objectives in the planning process. Given the history of Satellite City as a planned community, we have been provided with a rather unique opportunity to do a needs assessment of an environment and community almost totally determined through conventional planning processes from start to finish.

Our review of the planning for Satellite City leads us to conclude that the plan conformed most closely to the concept of a planned suburb rather than the new town with its own economic base, or conventional suburb illustrative of urban sprawl.

From the beginning, Satellite City was conceived of as a residential community. Ekistics Consultants, who were responsible for the first planning initiatives, argued from the start that due to the economic structure of the larger metropolitan area, there was no need for industrial development in the planning area.

> And the patterns of travel-to-work to the major centres of industrial employment at the bay front shows that their labour supply is drawn from all parts of Greater Hamilton. There is thus no need to provide industrial land within the Community.[23]

Never conceived of as a new town (as elaborated on pages 5-7), the designation of Satellite City as a "community" by the Ontario Housing Corporation may, from the perspective of semantics, be confusing. Communities have more popularly been conceived of as cities and towns, and a more proper and public designation might have been residential community or suburb. The high level of planning which went into

the development of Satellite City, however, clearly demonstrates it was a planned suburb. Ekistics, for example, clearly distinguished Satellite City from more conventional suburban developments:

> ...an internal rapid transit system will possibly be a unique feature of the development distinguishing Saltfleet as a planned community from other, more traditional suburbs.[24]

As a planned suburb, the intention was always that there would be a high level of economic and employment dependence on the nearby metropolitan centre of Hamilton. However, the other features often associated with planned suburbs do not necessarily follow. As noted on page 8, planned suburbs have tended to be characterized by homogeneity and middle to upper income residents.

The Ontario Housing Corporation's decision to develop Satellite City using the H.O.M.E. Programme had, therefore, some interesting consequences which are outlined in sections following. We would note here, however, that siting of income-determined housing types in specified sections of the development has created problems around community-identification and that the H.O.M.E. Programme (as a mechanism open to purchasers) worked to pre-determine some important life style changes for future residents as well as some of the unique problems discussed below.

DEMOGRAPHICS

The key feature which emerged during the research from a demographic point of view was the homogeneity of the population of Satellite City. At the time of our survey, we found predominantly young families of middle income and generally similar schooling. An outstanding feature was the high level of women's labour force participation.

The current existence of a relatively homogeneous population has some significant implications. The H.O.M.E. Programme determined that there would be a significant proportion of residents in the initial phases of the development who had incomes on the low side of average. (Our research indicated that 43.3% of the sample had purchased houses under the H.O.M.E. Programme). This stands in contrast to the more usual trend towards middle and upper income families locating in suburbs (whether planned or conventional).

One of the implications, in light of our findings, is that there have probably been a significant number of families in which important life style changes have occurred either since or due to their purchasing homes in Satellite City. In particular, we would underscore the high participation rate of women, and the large percentage of two income families. In fact, that there is <u>now</u> a fairly homogeneous population is probably due to the fact that many women have entered the labour force either in order to facilitate the initial move to Satellite City or to women having entered the work force following their move to Satellite City. This suggestion is reinforced by the fact that a large percentage of the respondents (34%) purchased a second car since moving <u>due</u> to their move, implying income levels which probably did not exist at the time of initial purchase of houses under H.O.M.E. The high number of double income families is strong evidence that, at least in Satellite City, the commuting class is no longer strictly "male", and that high numbers of women are also commuting (which contradicts the general trend in suburbs).

Therefore, there is strong evidence to suggest that the existing homogeneity has developed since the beginning of the development. At the same time, it is important to recognize the existence of 43 assisted housing units in the development. Any future planning must, therefore, take both these factors into account.

The high percentage of young families, many with two working parents, also has strong implications for the future provision of services. Attention should be paid, in particular, to services for children and young families, such as day care, playgrounds and family recreation.

The other important feature which emerged was the residents' perceptions of Mud Street acting as a boundary between two distinct communities. This perception, despite the actual homogeneity previously cited, may be due to a variety of factors, not least of which has been the actual pattern of development.

Home Ownership Made Easy purchases and Hamilton-Wentworth Housing Authority units have been restricted to the area South of Mud Street, which may have led to a perception of difference along the basis of income. This perception has probably been recently magnified by the development of 33 Summit Place. This location of income-delineated housing within separate parts of the development means that, even given increasing homogeneity, perceptions of difference remain and are enhanced both by the existence of physical barriers (such as Mud Street and physically defined neighbourhoods) and servicing by different contractors.

The Ontario Land Corporation, in its proposed plan for Heritage Green (the revamped plan for Satellite City) has established as a major objective:

> 13. (The stimulation of) growth of the community to reduce the potential sense of isolation in the initial stages and foster a sense of community upon which the ultimate development of the area depends.

To achieve this goal, growth in and of itself is not enough, and it will be necessary to address and overcome the problems associated with the kind of split in perceptions identified in the research, since

such splits dangerously impede the growth of a "sense of community".

Finally, despite a high incidence of working women, there still remains a significant percentage of homemakers with young children. The isolation identified by some respondents should be addressed in at least two ways: improved public transportation and social/recreational activities to combat isolation during the day.

MOBILITY AND AREA SUITABILITY RATINGS

Our research indicates that most respondents view Satellite City as a fairly permanent location for their families. The high percentage of first time home owners adds to the conclusion that the dominant trend is, therefore, to settling with a view to raising a family. This would suggest that a consideration of family life cycles should be made when looking toward long range provision of soft services, and relates to the fact that as a new planned suburb, homogeneity may change to heterogeneity as the suburb ages, demanding responsive planning mechanisms.

Despite the fact that many respondents were initially attracted to Satellite City for financial reasons, the majority now assess and approve of the community due to its rural setting or because it is perceived as a "nice area" (70%). This would indicate strongly, at least from the perspective of residents, that future planning should attempt to retain features which enhance what is seen as an attractive setting. Conversely, this also suggests that residents may be upset by development plans for land use which threatens this setting - an important factor for planners to keep in mind.

One of the problems which emerges is that maintenance of a reasonably rural setting suggests controls on commercial development. While a decision regarding such controls may ultimately be a political decision, it is worth noting that too much commercial development, at least from the resident perspective, may threaten the area's most appealing quality.

TRANSPORTATION

In terms of our survey, the most frequently cited problems we encountered were related to transportation. From a social planning perspective, transportation is much more than a typically hard planning problem, for efficient, effective and acceptable solutions to transportation issues can have a profound social impact (combating isolation, for example).

In the initial planning stages, effective transportation was emphasized as a key factor in determining the success of the proposed development. Ekistics Consultants, for example, noted that:

> A public transit system must be provided to permit movement within the Community when the family car is not available and to enable families without a car to live in the Community.[25]
>
> Some form of public transit will be required for the Community for many reasons. The principal social reason is that about 70% of families will own only one car or will not own a car.[26]

The transportation problems identified by residents fell into three categories: problems with public transportation out of the community; problems with internal transportation; and, problems for those with cars.

The problems associated both with internal and public transportation are a direct consequence of the failure to implement the key public and internal transportation strategies outlined by Ekistics. As noted above, it was anticipated originally that as many as 70% of residents would have either none or only one car. In our own sample, problems with internal access and high levels of dissatisfaction with public transit reflect this failure. Many residents moved into the area anticipating these services would be provided, and, in 34% of our

sample, families purchased second cars as a direct consequence of their move to Satellite City. Approximately 20% of residents in our sample still indicated they had either no access or only occasional access to a car. For these respondents, lack of good internal and external public transit is still highly problematic. We would, therefore, emphasize that the provision of good internal and external public transportation would go some way to alleviating problems of isolation for some residents as well as considerably easing the problems of older children, many of whom must be dependent on friends or family providing transportation for them as they move outside the area for social and recreational opportunities.

It is our understanding that planning for internal transit included various proposed methodologies, ranging from buses on separate rights-of-way to the possible use of automated elevated systems. We believe that provision of internal public transit linked to effective external public transit should still be a planning priority.

Original planning had also emphasized the importance of the construction of the Red Hill Creek Expressway to the success of the development. Beyond servicing proposed industrial development southwest of Satellite City, much of the need for this Expressway was predicated on projected population figures of 70,000 for Satellite City. The actual growth performance (approximately 4,500) is so significantly much lower than original projections that population no longer carries the weight for justification it once did. Residents' perceptions tend to reflect this.

For those with cars, getting up and down the mountain is not seen as a difficulty. The major problem instead is the poor condition of Mud Street. In other words, east/west travel is seen as a much higher priority than is north/south. For area planners and politicians, then, this suggests that, at least for residents of this area, improvements to Mud Street are more important than the construction of the Red Hill Creek Expressway.

RECREATION

The economic links with Hamilton cited previously as a reason for seeing Satellite City more properly as a suburb, have a reverse side which suggests that the provision of other services including recreation can play a key role in involving people within the community.

Current recreational opportunities are limited. Despite this, respondents indicated local activities (including passive leisure) accounted for 63% of their leisure time. We would conclude from this that enhanced local recreational opportunities, targeted to appropriate groups (young families, et cetera), could play a major role in enhancing community identification.

POLITICAL PARTICIPATION

Given that Satellite City is being developed according to a plan, results indicating low levels of familiarity with the plan, low levels of participation at meetings, and cynicism regarding the effectiveness of dialogue with politicians were disturbing. The Social Planning and Research Council's commitment to citizen participation in decision-making dictates a conclusion that the area needs some sustained community development work.

COMMUNITY IDENTIFICATION

The previous section outlining survey results on community identification concluded that:

> On the whole it appears that residents identify with Heritage Green as a community only to a minor degree.....

Given the previous discussion of the theoretical models, it is clear that perhaps the most critical problem facing a planned suburb is the

paradox of trying to create a community in an area dominated by another community. Patterns of employment, shopping, et cetera, mitigate against a sense of community, requiring extensive planning to counter this influence. We have already suggested elsewhere in these conclusions some of the steps we would see as useful to a strategy for creating a sense of community. More will be outlined in the recommendations following.

RECOMMENDATIONS

Before outlining recommendations, it is important to credit what our survey most often discovered in terms of residents' satisfaction. Stated simply, we found that, despite quite specific problems, there was a generally high level of satisfaction among residents.

We have divided the recommendations into two fairly arbitrary sections: transportation and community services and development. It should be noted that these recommendations do not purport to be definitive plans; instead they are intended as guidelines within the context of which actual planning might be undertaken. The first section stands on its own as a virtually unanimously cited problem area.

The second set of recommendations deal more specifically with the problem of countering the dominant influence of Hamilton in order to achieve some sense of community among residents.

Our recommendations are focussed on issues which we feel impact on social objectives, and hope that planners will make good use of information scattered throughout the report for physical objectives in any future planning process.

TRANSPORTATION

On the basis of our research and in light of comments from residents, we would recommend that:

1. DUE TO THE PRIORITY ATTACHED BY RESIDENTS TO IMPROVED EAST/WEST MOVEMENT RATHER THAN NORTH/SOUTH, AND THE POTENTIAL SAFETY HAZARDS EXPERIENCED BY SCHOOLCHILDREN WHILE CROSSING MUD STREET, THAT IMMEDIATE ATTENTION BE GIVEN BY THE APPROPRIATE LEVEL OF GOVERNMENT TO IMPROVING MUD STREET AND ITS INTERSECTION WITH PARAMOUNT DRIVE THROUGH LEVELING, WIDENING AND THE INSTALLATION OF TRAFFIC LIGHTS.

2. DUE TO THE REPORTED DIFFICULTY IN MOVEMENT THROUGH THE CURRENT DEVELOPMENT, THAT AN INTERNAL TRANSIT SYSTEM CONNECTING TO REGULAR HAMILTON STREET RAILWAY ROUTES BE CONSIDERED.

3. GIVEN SHOPPING AND TRANSPORTATION PATTERNS, CONSIDERATION BE GIVEN TO THE ESTABLISHMENT OF A DIRECT TRANSIT ROUTE BETWEEN SATELLITE CITY AND THE QUEENSTON ROAD-CENTENNIAL PARKWAY AREA.

4. TO ENHANCE EASE OF MOVEMENT THROUGH THE DEVELOPMENT, BIKE PATHS AND PEDESTRIAN WALKWAYS BE DEVELOPED WHICH INCLUDE OVERHEAD LIGHTING AND LOW-GROWING SHRUBBERY TO AID IN SAFEGUARDING PEDESTRIANS AND CYCLISTS FROM ASSAULTS.

5. STREET LIGHTS BE INSTALLED FOR THE ENTIRE DEVELOPMENT AREA.

6. EFFORTS BE MADE TO STRINGENTLY ENFORCE THE 50 km./hr. SPEED LIMIT.

COMMUNITY SERVICES AND DEVELOPMENT

The Social Planning and Research Council has long believed in and assisted citizens to participate actively in their communities. A pre-condition to effective citizen involvement is a sense of community. Our research has indicated this is a potentially problematic area for Satellite City. We have suggested that the primary reason for this may be the existing strong links with Hamilton. Not only is there confusion, therefore, for residents, but the strength of these linkages poses particular problems for the Town of Stoney Creek (which has jurisdictional control over the area at a local level), and planners and implementers of the plans (including the Ontario Land Corporation).

The following recommendations deal with this problem from two perspectives: first, in the enhancement of services within the community, with the intent of increasing the level of participation in their community by residents, and, second, through specific community development initiatives.

We would, therefore, recommend that, in order to counter the economic dominance of Hamilton in the community and to contribute to a sense of community, that:

7. PROVISION OF A WIDER RANGE OF SERVICES TO THE AREA BE MADE. SUCH SERVICES SHOULD INCLUDE COMMERCIAL SERVICES (SUCH AS BANKS, DRUG STORES, ET CETERA), AND RECREATIONAL AND SELECTED HUMAN SERVICES.

8. SERVICES BEING PROVIDED TO THE AREA, INCLUDING ANY PROPROSED NEW SERVICES BE TARGETED SO AS TO SERVE THE SHIFTING FAMILY LIFE CYCLE OF THE COMMUNITY (FOR EXAMPLE, RECREATIONAL SERVICES SHOULD, FOR THE PRESENT, BE TARGETED SPECIFICALLY TO THE YOUNG FAMILY, BUT SHOULD BE FLEXIBLE ENOUGH TO MEET SHIFTING NEEDS IN THE FUTURE).

9. CONSIDERATION BE GIVEN TO THE STRIKING OF AN APPROPRIATE BALANCE BETWEEN COMMERCIAL AND RESIDENTIAL LAND USE. THIS IS PARTICULARLY IMPORTANT IN LIGHT OF THE AREA'S APPEAL AS A "RURAL" SETTING TO HOMEOWNERS AND POTENTIAL RESIDENTS.

We would further recommend that, in order to address the specific need for community development, that:

10. IN LIGHT OF THE ABOVE RECOMMENDATIONS, THE COMMUNITY DEVELOPMENT ADVISORY COMMITTEE BE MANDATED TO EXPLORE WAYS AND MEANS TO:

    a) PROMOTE BETTER COMMUNICATION BETWEEN THE ONTARIO LAND CORPORATION, AREA REPRESENTATIVES, BUILDERS AND AREA RESIDENTS;

    b) WORK WITH EXISTING COMMUNITY ORGANIZATIONS TO INCREASE THEIR EFFECTIVENESS;

    c) ENHANCE A GENERAL SENSE OF COMMUNITY AMONG RESIDENTS;

    d) ASSIST AREA RESIDENTS TO BECOME MORE EFFECTIVE PARTICIPANTS IN THE DECISION-MAKING AND PROBLEM-SOLVING PROCESSES WHICH AFFECT THEIR COMMUNITY.

* * * * * * *

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6. ibid, p 429.

7. Gertler, L.O. Regional Planning in Canada, Montreal: Harvest House, 1972.

8. Hellyer, Paul T. "Cities of the Future" in The Right to Housing, Michael Wheeler (Ed.), Montreal: Harvest House, 1969, pp 241-243.

9. Boyd, Monica, and Mozersky, Kenneth. op. cit., p 433.

10. ibid, p 433.

11. In recent years, this has changed somewhat with more women having joined the work force resulting in women participating less in local activities.

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13. ibid, p 431.

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APPENDIX I

QUESTIONNAIRE

DATE: _____, 1981 No. _____

TIME: _____(use 24-hour clock) Circle housing type:

detached _____
semi-detached _____
row-/town-house _____
apartment _____
link home _____

A NEEDS ASSESSMENT OF HERITAGE GREEN
1981

Hello,

My name is _____. I am a student and am working this summer at the Social Planning and Research Council of Hamilton-Wentworth. Some of the people in this area have expressed some concerns about development in Heritage Green.

The Social Planning and Research Council has been asked to talk to the residents of Heritage Green to try to find out how they feel about their neighbourhood and what changes, if any, they would like to see in the area. You can help us by answering some questions about you, your family and your neighbourhood.

Everything we talk about will be strictly confidential. Neither your name nor any identifying characteristics will be put on this questionnaire. Once we have spoken to the residents of Heritage Green, we will put all of the information together in a report. This report will be given to your area representatives and to the developers so that they will be aware of how people feel about present and future development in this area.

Mike Pennock, Executive Director
Jody Orr, Senior Research Associate
Donna McElroy, Project Manager
April Takeda, Interviewer
Denise Giacomelli, Interviewer

TRANSPORTATION

We would like to know how you and your family get around.

1. How many cars does this family have? (including vans, 4x4's, trucks) _____

2. Did you have to purchase a second vehicle because of your move to Heritage Green?

   _____ No
   _____ Yes

3. Is there usually a car available to you whenever you need one?

   _____ always
   _____ most of the time
   _____ sometimes
   _____ never
   _____ I don't drive

4. How many bicycles, motorcycles or mopeds do you have? (include only two-wheel vehicles which are licensed for street use)

   _____ (total)

5. How often does your family use public transportation? (do not include school bus)

   _____ twice or more each day
   _____ daily
   _____ two or three times a week
   _____ once a week
   _____ two or three times a month
   _____ only when absolutely necessary (e.g., car is in for repairs)
   _____ never

6. When you do use public transportation, what form is used most often?

   _____ bus
   _____ taxi
   _____ D.A.R.T.S.
   _____ van-/car-pooling
   _____ other (specify) _____

   _____ never use public transportation

7. Other than picking up the odd thing from time to time, how often do you do major grocery shopping for the family?

_____ twice a week or more often
_____ once a week
_____ every two weeks/twice a month
_____ once a month
_____ other (specify) _____

8. Where do you go to do your major grocery shopping?

_____ (name of store)

_____ (location)

9. How do you get to this store?

_____ car
_____ bus
_____ taxi
_____ bicycle (including motorcycle, moped)
_____ walk
_____ other (specify) _____

10. Do you usually go:-

_____ alone?
_____ with spouse only?
_____ with children only?
_____ with the whole family?
_____ with friend, relative, neighbour?
_____ other (specify) _____

11. Do you use one of the local convenience stores? (e.g. Bantam, Mac's)

_____ no

_____ yes: if "yes", a) how often in a week do you go there?

_____ times

b) what kinds of things do you usually buy?

_____

_____

c) how do you usually get there?

_____ drive

_____ bicycle

_____ walk

_____ other (specify) _____

12. Where do you usually go for other shopping, such as clothing?

_____(store or mall/plaza)

_____(location)

13. How do you get there?

_____ car

_____ bus

_____ taxi

_____ bicycle

_____ walk

_____ other (specify) _____

COMMUNITY IDENTIFICATION

Now, I would like to talk about the kinds of things you and your family read and the kind of things you listen to on the radio and on T.V.

1. Do you get a daily newspaper?

   _____ No

   _____ Yes: if "yes", which one(s)? (list first two named)

   _____

   _____

2. Do you get a weekly newspaper?

   _____ No

   _____ Yes: if "yes", which one(s)? (list first two named)

   _____

   _____

3. Which radio station do you listen to most often? _____

4. Do other family members listen to a different station?

   _____ No

   _____ Yes: if "yes", which one? _____

5. What T.V. station do you watch most often? _____

(IF "NO T.V.", MOVE ON TO NEXT SECTION, "MOBILITY")

6. What kind of programs do you watch most often? (list first two named; e.g., movies, ½ hour sit-coms, etc.)

   _____

   _____

7. Do you have cable T.V.?

   _____ No: if "no", why not? _____

   _____ Yes: if "yes", which company? _____

8. If you had cable T.V. in the Hamilton region before, did you watch the community channel (Cable 4) at all?

_____ quite a bit
_____ sometimes
_____ only for the time, weather, music
_____ never watched
_____ never had cable T.V. in the Hamilton region

MOBILITY

Now I would like to ask you about your home.

1. Is this your first family home?

_____ No: if "no", a) where was your last home? _____
how long did you live there? _____
did you own or rent? _____
what type of home was it? (e.g., single, semi)
_____
why did you move? _____

b) and where did you live before that? _____
_____
how long did you live there? _____
did you own or rent? _____
what type of home was it? _____
why did you move? _____

_____ Yes

2. What attracted you to Heritage Green? _____

_____

3. Do you own or rent this home?

_____ rent

_____ own: if "own", when did you buy? _____

was it a H.O.M.E. purchase? _____

when is your mortgage up for renewal? _____

4. How long do you plan to live in this house?

_____ over 1 year: how many? _____

_____ under 1 year: reasons for moving _____

_____

5. If you had a friend or relative who was looking for a new place to live, would you recommend this area to them?

_____ no: if "no", why not? _____

_____ yes: if "yes", why? _____

6. I am going to read a list of different types of families to you. I would like you to rate the suitability of Heritage Green for each type of family. Rate the suitability on a scale of one to three with 1 being "suitable", 2 being "don't know" and 3 being "unsuitable".

1	2	3	single people
1	2	3	childless families
1	2	3	families with young children (under 14 years)
1	2	3	families with older children (over 15 years)
1	2	3	retired people

HOUSE CONSTRUCTION QUALITY

1. Have you found any construction defects in this house?

_____ no

_____ yes: if "yes", what were they? _____

_____

have they been fixed? _____

2. Have you heard about construction defects in your neighbours' homes?

_____ no

_____ yes: if "yes", what kind _____

_____

3. On the whole, do you think the quality of homes in this development is:

_____ very good

_____ good

_____ undecided

_____ poor

_____ very poor

_____ don't know

ALIENATION

Now, I would like to ask you a few questions about political representation in this area?

1. Did you vote in the last federal election?

_____ no

_____ yes

2. Did you vote in the last provincial election?

_____ no

_____ yes

3. Did you vote in the last municipal election?

_____ No
_____ Yes

4. Do you agree or disagree with the following statement? "There's little use talking to public officials about Satellite City because often they aren't really interested in the problems of the average person here."

_____ Disagree
_____ Agree

5. Do you know who your regional councillor is? (Ollie Thompson)

_____ No
_____ Yes

6. Have you ever taken an active part in any political campaign?

_____ No
_____ Yes

7. Your area is being developed according to a community plan. Are you aware of this plan?

_____ No
_____ Yes

8. Do you agree or disagree with the following statement? "Public officials have been willing to listen to the problems of the residents of Satellite City."

_____ Disagree
_____ Agree

9. There have been several meetings between residents and politicians to discuss development in this area. Have you attended any of these meetings?

_____ No
_____ Yes

KIN/NON-KIN RELATIONSHIPS

I would like to ask you about you and your neighbours now.

1. Can you tell me the boundaries of this neighbourhood? _____

_____

2. How many of your best friends who live in your neighbourhood did you get to know since you or they moved into the neighbourhood?

_____ two or more
_____ one or less

3. Do you and any of your neighbours go to movies, picnics or other things like that together?

_____ often or sometimes
_____ rarely or never

4. Do you and your neighbours entertain one another?

_____ often or sometimes
_____ rarely or never

5. If you were holding a party or get-together for an out-of-town visitor, how many of your neighbours would you invite?

_____ two or more
_____ one or less

6. How many of your neighbours have ever talked to you about their problems when they were worried or asked you for advice or help?

_____ one or more
_____ none

7. How many of your neighbours' homes have you ever been in?

_____ four or more
_____ three or less

8. Do you and your neighbours exchange or borrow things from one another such as books, magazines, dishes, tools, recipes, preserves or garden vegetables?

_____ often, sometimes or rarely

_____ none/never

9. About how many of the people in your neighbourhood would you recognize by sight if you saw them in a large crowd?

_____ about half or more

_____ a few or less

10. With how many of your neighbours do you have a friendly talk fairly frequently?

_____ two or more

_____ one or less

11. About how many of the people in your neighbourhood do you say "Hello" or "Good Morning" to when you meet on the street?

_____ six or more

_____ five or less

12. How many of the names of the families in your neighbourhood do you know?

_____ four or more

_____ one to three

_____ none

13. How often do you have a talk with any of your neighbours?

_____ often or sometimes

_____ rarely or never

14. Do you have parents, brothers, sisters or other close relatives in this area? (do not include relatives living with family)

_____ no: if "no", where do they live? _____

_____

-CR-

_____ No living relatives (move on to next section, marked **)

_____ yes: if "yes", 1) how often are you in touch with these relatives?

_____ once or twice a week

_____ once a month

_____ only on special occasions

_____ seldom or never

2) how do you contact them usually?

_____ phone

_____ visit

_____ letter

_____ other (specify) _____

3) would you say that you have more contact with your family or with your friends and neighbours?

_____ family

_____ friends, neighbours

_____ about the same

Please answer the following questions about you and your family. All of your answers are kept in strict confidence. We have not put a space for your name on this form and we would appreciate it is you would not write it anywhere. We are just trying to get as accurate a picture as possible of the people who live in this area.

1. Are you:-

   _____ male? or

   _____ female?

2. Are you:-

   _____ married? (please include common-law relationships here)

   _____ single?

   _____ divorced?

   _____ widowed?

   _____ separated?

3. Are there any children living in the home now?

   _____ no

   _____ yes

4. Please check appropriate ages for each member of your family.

Self	Spouse	1st Child	2nd Child	3rd Child	
___	___	___	___	___	under 1 year
___	___	___	___	___	1-5 years
___	___	___	___	___	6-10 years
___	___	___	___	___	11-15 years
___	___	___	___	___	16-21 years
___	___	___	___	___	22-29 years
___	___	___	___	___	30-39 years
___	___	___	___	___	40-49 years
___	___	___	___	___	50-59 years
___	___	___	___	___	60-69 years
___	___	___	___	___	70 and over

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5. Please check educational level completed by each member of your family.

Self	Spouse	1st Child	2nd Child	3rd Child	
___	___	___	___	___	Grade 8 or less
___	___	___	___	___	Grade 9-10
___	___	___	___	___	Grade 11-12
___	___	___	___	___	completed high school
___	___	___	___	___	some university or community college
___	___	___	___	___	completed university or community college
___	___	___	___	___	graduate, post-graduate degree
___	___	___	___	___	professional degree

6. Please check area in which each family member works. Include each person who works full-time and is not a student.

Self	Spouse	1st Child	2nd Child	3rd Child	
___	___	___	___	___	at home/self-employed out of home
___	___	___	___	___	Stoney Creek
___	___	___	___	___	east Hamilton
___	___	___	___	___	west Hamilton
___	___	___	___	___	north Hamilton
___	___	___	___	___	Hamilton Mountain
___	___	___	___	___	Burlington
___	___	___	___	___	Dundas
___	___	___	___	___	Binbrook
___	___	___	___	___	Grimsby
___	___	___	___	___	other (please specify)

_____

7. What is your occupation? _____

If unemployed, have you actively looked for work in the last six weeks?

___ No

___ Yes

8. What is your spouse's occupation? _____

If unemployed, has he or she actively looked for work in the last six weeks?

_____ No

_____ Yes

9. How do your family members get to work?

Self	Spouse	1st Child	2nd Child	3rd Child	
____	____	____	____	____	car
____	____	____	____	____	bus
____	____	____	____	____	bicycle/motorcycle/moped
____	____	____	____	____	taxi
____	____	____	____	____	car-/van-pool
____	____	____	____	____	walk

10. What religion are you?

_____ Protestant

_____ Catholic

_____ Jewish

_____ Other (please specify) _____

_____ None

11. Where were you born?

_____ Canada

_____ outside Canada (please specify) _____

If "outside Canada", how long have you lived:-

i) in Canada? _____

ii) in the Hamilton area? _____

12. What was your family's income last year? Please check the appropriate category below:

_____ less than $5,000
_____ $5,000-$9,999
_____ $10,000-$14,999
_____ $15,000-$19,999
_____ $20,000-$24,999
_____ $25,000-$29,999
_____ $30,000-$39,999
_____ $40,000-$49,999
_____ $50,000 or more

13. In the space below, please write in each family member's two favourite leisure-time activities.

	1st Favourite	2nd Favourite
Self	_____	_____
Spouse	_____	_____
1st Child	_____	_____
2nd Child	_____	_____
3rd Child	_____	_____
other family member	_____	_____

14. Can your family members participate in the first-named activity locally or must they go elsewhere to do it?

	Locally	Elsewhere - Where?
Self	_____	_____
Spouse	_____	_____
1st Child	_____	_____
2nd Child	_____	_____
3rd Child	_____	_____
Other family member	_____	_____

15. Some people in this area have expressed concern about some of the following things. Do you think that there is a problem with these things in this area?

	No	Yes
Transportation - Bus	____	____
Transportation - Car	____	____
Access to other parts of Satellite City	____	____
Vandalism	____	____
Break-ins	____	____
Services/Facilities	____	____
Community Spirit	____	____
Communication with politicians	____	____
Recreation for adults	____	____
Recreation for children	____	____
Recreation for family	____	____

Other _____

_____

16. On the whole, would you say that you and your family are happy living in Heritage Green?

____ No

____ Yes

17. Do you live north or south of Mud Street?

____ North

____ South

THANK YOU FOR YOUR CO-OPERATION

APPENDIX II

July 8, 1981.

Dear Resident:

Approximately one week ago, a letter was place in your mailbox describing a study which we are undertaking in your area. We have been unable to contact you by telephone in order to arrange a convenient time for one of our research assistants to talk with you.

If you would like to contact our office to set up an interview, please phone me, Donna McElroy, at 522-1148. On the other hand, if it is more convenient for you, please fill out the enclosed questionnaire and return it to your mailbox. We will pick it up by noon on Friday, July 10.

Your co-operation in helping us to find out how people think and feel about present and future development in your area is very important and greatly appreciated.

Thank you in advance for your assistance.

Donna McElroy, B.A.,
Project Manager.

DMcE/sk
Encl.

APPENDIX III

June 26, 1981.

Dear Resident:

As part of a summer project, the Social Planning and Research Council of Hamilton and District is conducting an independent study of "Satellite City". We are attempting to investigate any needs and concerns of the area residents.

Since the Social Planning and Research Council is interested in gaining insight and input from the residents, we will be conducting in-the-home interviews with some of the area residents. It is our hope that you would be willing to participate in the study by allowing us to interview you. We will phone you in a few days to find out if we could arrange a time that would be convenient for you.

The study's results will be compiled in a report and presented to area representatives and community planners for their consideration for present and future development in the area. Your co-operation on behalf of your neighbours, therefore, would be greatly appreciated.

If you have any questions, please contact Donna McElroy, Project Co-ordinator, at 522-1148.

Thank you very much,

April Takeda, Research Assistant

Denise Giacomelli, Research Assistant.

APPENDIX IV

PRESS RELEASE

June 25, 1981.
For Immediate Release

For further information, contact:

Jody Orr, Senior Research Associate, or
Donna McElroy, Project Manager,
Social Planning and Research Council Phone: 522-1148

A study of "Satellite City" is being conducted by the Social Planning and Research Council of Hamilton and District. Financed by a grant from the Canadian Employment and Immigration Commission, the Council has hired three research assistants for the summer to investigate the development of the planned community located on Stoney Creek Mountain. Plans for the development began in 1969, with a variety of land uses designated to the area bounded by Highway #53, First Road West, the Hydro Electric Power corridor (between Pritchard Road and the Hamilton city limits), and the edge of the escarpment.

To date, development has been limited to residential and minor commercial land use in the Paramount Drive area, both north and south of Mud Street. Since the rate of growth of the area has been slower than originally anticipated, there have been concerns expressed about the direction of present and future development. The Social Planning and Research Council is interested in gaining insight and input from the residents and will be conducting in-the-home interviews with some of the area residents. The results of this study will be compiled in a report which will be presented to area representatives and community planners for their consideration.

APPENDIX V

MODIFIED PORTER-PINEO SCALE

OCCUPATIONAL CLASSES

PROFESSIONAL

Accountant	-	1634
Architect	-	1781
Biologist	-	1726
Catholic priest	-	1728
Chemist	-	1735
Civil engineer	-	1731
County court judge	-	1825
Druggist	-	1693
Economist	-	1622
High school teacher	-	1661
Lawyer	-	1823
Mathematician	-	1727
Mine safety analyst	-	1571
Mining engineer	-	1688
Physician	-	1872
Physicist	-	1776
Protestant minister	-	1678
Psychologist	-	1749
Public grade school teacher	-	1596
University professor	-	1846
Veterinarian	-	1667

SEMI PROFESSIONAL

Airline pilot	-	2661
Author	-	2648
Ballet dancer	-	2491
Chiropractor	-	2684
Commercial artist	-	2572
Computer programmer	-	2538
Disc jockey	-	2380
Draughtsman	-	2600
Funeral director	-	2549
Jazz musician	-	2409
Journalist	-	2609
Medical or dental technician	-	2675
Musician	-	2521
Musician in a symphony orchestra	-	2560
Physiotherapist	-	2721
Playground director	-	2428
Professional athlete	-	2541

cont'd...

Semi Professional cont'd

Professionally trained forester	-	2600
Professionally trained librarian	-	2581
Registered nurse	-	2647
Research technician	-	2669
Sculptor	-	2569
Social worker	-	2551
Surveyor	-	2620
T.V. announcer	-	2576
T.V. cameraman	-	2483
T.V. director	-	2621
T.V. star	-	2656
YMCA director	-	2582

PROPRIETORS, MANAGERS AND OFFICIALS, LARGE

Administrative officer in Federal Civil Service	-	3688
Advertising executive	-	3565
Bank Manager	-	3709
Building contractor	-	3565
Colonel in the army	-	3708
Department head in City Government	-	3713
General manager of a manufacturing plant	-	3691
Mayor of a large city	-	3799
Member of Canadian Cabinet	-	3833
Member of Canadian House of Commons	-	3848
Member of Canadian Senate	-	3861
Merchandise buyer for a department store	-	3511
Owner of a manufacturing plant	-	3694
Provincial Premier	-	3899
Wholesale distributor	-	3479

PROPRIETORS, MANAGERS AND OFFICIALS, SMALL

Advertising copy writer	-	4489
Beauty operator	-	4352
Construction foreman	-	4511
Driving instructor	-	4416
Foreman in a factory	-	4509
Government purchasing agent	-	4568
Insurance claims investigator	-	4511
Job counsellor	-	4583
Livestock buyer	-	4396
Lunchroom operator	-	4316
Manager of a real estate office	-	4583
Manager of a supermarket	-	4525
Member of a city council	-	4629
Motel owner	-	4516

cont'd...

Proprietors, Managers and Officials, Small cont'd

Owner of a food store	-	4478
Public relations man	-	4605
Railroad ticket agent	-	4357
Sawmill operator	-	4370
Service station manager	-	4415
Ship's pilot	-	4596
Superintendent of a construction job	-	4539
Trade union business agent	-	4492
Travel agent	-	4466

CLERICAL AND SALES

Air hostess	-	5570
Bank teller	-	5423
Bill collector	-	5294
Bookkeeper	-	5494
Cashier in a supermarket	-	5311
Clerk in an office	-	5356
File clerk	-	5327
IBM keypunch operator	-	5477
Insurance agent	-	5473
Manufacturer's representative	-	5521
Post office clerk	-	5372
Real estate agent	-	5471
Receptionist	-	5387
Sales clerk in a store	-	5265
Shipping clerk	-	5309
Stenographer	-	5460
Stockroom attendant	-	5258
Telephone operator	-	5381
Telephone solicitor	-	5267
Travelling salesman	-	5402
Truck dispatcher	-	5322
Typist	-	5419
Used car salesman	-	5312

SKILLED

Airplane mechanic	-	6503
Baker	-	6389
Bricklayer	-	6362
Butcher in a store	-	6348
Coal miner	-	6276
Cook in a restaurant	-	6297
Custom seamstress	-	6334
Diamond driller	-	6445
Electrician	-	6502
House carpenter	-	6389
House painter	-	6299

cont'd...

Skilled cont'd

Locomotive engineer	-	6489
Machinist	-	6442
Machine set-up man in a factory	-	6421
Mucking machine operator	-	6315
Plumber	-	6426
Power crane operator	-	6402
Power lineman	-	6409
Pumphouse engineer	-	6389
Railroad brakeman	-	6371
Railroad conductor	-	6453
Saw sharpener	-	6207
Sheet metal worker	-	6359
T.V. repairman	-	6372
Tool and die maker	-	6425
Typesetter	-	6422

SEMI-SKILLED

Aircraft worker	-	7437
Apprentice to a master craftsman	-	7339
Assembly line worker	-	7282
Automobile repairman	-	7381
Automobile worker	-	7359
Barber	-	7393
Bartender	-	7202
Book binder	-	7352
Bus driver	-	7359
Cod fisherman	-	7234
Firefighter	-	7435
Fruit packer in a cannery	-	7232
Logger	-	7249
Longshoreman	-	7261
Loom operator	-	7333
Machine operator in a factory	-	7349
Newspaper pressman	-	7430
Oil field worker	-	7353
Oiler in a ship	-	7276
Paper making machine tender	-	7316
Policeman	-	7516
Private in the army	-	7284
Production worker in the electronics industry	-	7508
Professional babysitter	-	7259
Quarry worker	-	7267
Sewing machine operator	-	7282
Steam boiler fireman	-	7328
Steam roller operator	-	7322
Steel mill worker	-	7343
Textile mill worker	-	7288
Timber cruiser	-	7403
Trailer truck driver	-	7328
Troller	-	7236
Worker in a meat packing plant	-	7252

cont'd...

Owner of a food store	-	4478
Public relations man	-	4605
Railroad ticket agent	-	4357
Sawmill operator	-	4370
Service station manager	-	4415
Ship's pilot	-	4596
Superintendent of a construction job	-	4539
Trade union business agent	-	4492
Travel agent	-	4466

CLERICAL AND SALES

Air hostess	-	5570
Bank teller	-	5423
Bill collector	-	5294
Bookkeeper	-	5494
Cashier in a supermarket	-	5311
Clerk in an office	-	5356
File clerk	-	5327
IBM keypunch operator	-	5477
Insurance agent	-	5473
Manufacturer's representative	-	5521
Post office clerk	-	5372
Real estate agent	-	5471
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Sales clerk in a store	-	5265
Shipping clerk	-	5309
Stenographer	-	5460
Stockroom attendant	-	5258
Telephone operator	-	5381
Telephone solicitor	-	5267
Travelling salesman	-	5402
Truck dispatcher	-	5322
Typist	-	5419
Used car salesman	-	5312

SKILLED

Airplane mechanic	-	6503
Baker	-	6389
Bricklayer	-	6362
Butcher in a store	-	6348
Coal miner	-	6276
Cook in a restaurant	-	6297
Custom seamstress	-	6334
Diamond driller	-	6445
Electrician	-	6502
House carpenter	-	6389
House painter	-	6299

cont'd...

Skilled cont'd

Locomotive engineer	-	6489
Machinist	-	6442
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Mucking machine operator	-	6315
Plumber	-	6426
Power crane operator	-	6402
Power lineman	-	6409
Pumphouse engineer	-	6389
Railroad brakeman	-	6371
Railroad conductor	-	6453
Saw sharpener	-	6207
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Typesetter	-	6422

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Automobile repairman	-	7381
Automobile worker	-	7359
Barber	-	7393
Bartender	-	7202
Book binder	-	7352
Bus driver	-	7359
Cod fisherman	-	7234
Firefighter	-	7435
Fruit packer in a cannery	-	7232
Logger	-	7249
Longshoreman	-	7261
Loom operator	-	7333
Machine operator in a factory	-	7349
Newspaper pressman	-	7430
Oil field worker	-	7353
Oiler in a ship	-	7276
Paper making machine tender	-	7316
Policeman	-	7516
Private in the army	-	7284
Production worker in the electronics industry	-	7508
Professional babysitter	-	7259
Quarry worker	-	7267
Sewing machine operator	-	7282
Steam boiler fireman	-	7328
Steam roller operator	-	7322
Steel mill worker	-	7343
Textile mill worker	-	7288
Timber cruiser	-	7403
Trailer truck driver	-	7328
Troller	-	7236
Worker in a meat packing plant	-	7252

cont'd...

UNSKILLED

Carpenter's helper	-	8231
Construction laborer	-	8265
Elevator operator in a building	-	8201
Filling station attendant	-	8233
Garbage collector	-	8148
Hospital attendant	-	8349
Housekeeper in a private home	-	8288
Janitor	-	8173
Laundress	-	8193
Mailman	-	8361
Museum attendant	-	8304
Newspaper peddler	-	8148
Railroad sectionhand	-	8273
Taxicab driver	-	8251
Waitress in a restaurant	-	8199
Warehouse hand	-	8213
Whistle punk	-	8184
Worker in a dry cleaning or laundry plant	-	8208

FARMER

Commercial farmer	-	9420
Dairy farmer	-	9442
Farm laborer	-	9215
Farm owner and operator	-	9441
Hog farmer	-	9330
Part-time farmer	-	9251

OTHER

Homemaker	-	9995
Retired	-	9996
Unemployed	-	9997
Student	-	9998
No response	-	9999